48760

JULY 1991 $2.95

RAILFAN & RAILROAD

KODACHROME: DAVID C. LUSTIG

CANADA $3.95

Narrow Gauge Super Cabs in California

STEAM:

- **Reading T1 on a coal train in 1991**
- **Firing NYC Hudsons**

KODACHROME FRANK SZACHACZ

"CONRAIL QUALITY" lettering has been applied to new super cab Dash 8-40CWs 6117 and 6119, seen preparing to depart Selkirk Yard near Albany, New York, on March 31, 1991, with hotshot SEEL. See page 42.

KODACHROME: JOHN E. SHAW, JR.

SP's NEW IMAGE was first applied to GP40-2 7107, recently rebuilt for SP by Morrison-Knudsen. It was at Portland, Oregon, (right) on March 26. See page 42.

LONG ISLAND RAIL ROAD GP38-2 269 became the first unit to wear the new LIRR paint scheme. It was laying over for the weekend at Port Jefferson Yard (below) on March 16, 1991. See page 44.

KODACHROME: JOHN VOLPI

SOUTHWESTERN RAILROAD now operates Santa Fe's Santa Rita Branch near Deming, New Mexico, serving Hurley, Whitewater and Tyrone. SWRR's three GP7s and SD45 (below and bottom) were at the company's headquarters at Hurley on April 5. Except for the color and nose markings, the line's paint scheme adheres to the units' AT&SF heritage. See page 44.

TWO SWRR KODACHROMES VINCENT J. PORRECA

DOUBLEHEADING OVER DONNER DEEP IN SNOW

OVER THE SIERRAS, NOT AROUND THEM – PLUS CHALLENGERS IN THE 1940s

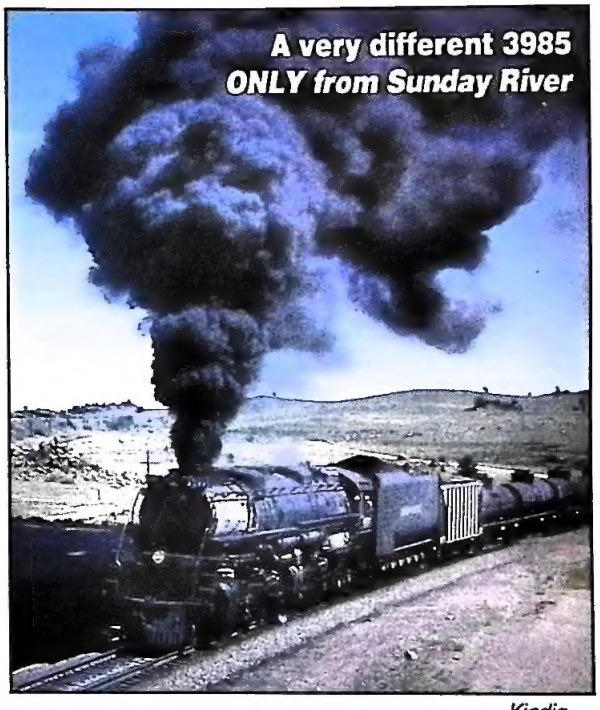
3985 "The NEW Complete 3985"

Highlights from the history of 3985 - all coal fired, NO DIESELS

1) The first trials in 1981
2) Helicopter pacing over Sherman Hill as 3985 doubleheads with 844. The snow-capped Rockies form the backdrop. Deep in Utah's Weber Canyon.
3) Winding across the flanks of the Sierra. Cresting Donner Summit deep in snow.
4) The first solo trip. Over Sherman Hill, across Wyoming and thru the Bear River Range on the Oregon Short Line to Pocatello.
5) Squirming South thru Nugget Canyon. The first fan trip: down the city streets of Salt Lake, south to Provo thru the astonishing grandeur of the Southern Wasatch, crowned with snow.
6) In the cab and 5 feet from the drivers as 3985 goes pounding back to Cheyenne. Breathtaking pacing against the Wasatch Range all white with winter.

Challengers in the 1940s

The way it really was on the high plains when Challengers did real work on the Union Pacific. Slope back switchers, a few 4-8-4s and the first diesel passenger trains. Photographed in the forties by Guy Brant. 53 mins. $39.95



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844A "Blizzards, Freights and Streamliners"

1) Bucking the worst blizzard in a decade on Sherman Hill
2) Non-stop Cheyenne to Rawlins with the U.P. Hot Shot: "Northwest Forwarder"
3) On the ground, in the cab and from the air with America's last steam powered streamliner: "The City of St. Louis"
4) Our most spectacular run pasts chosen from 15 years of shooting on Sherman Hill

50 mins $39.95

844B "In The Beginning..." Fantrips starting in 1961 with domes and full service dining cars, Odgen to Green River etc. Meets with the Great "City" Fleet of Streamliners. Static Atlantics, 4-10-2s and Big Boys. 23 mins $29.95

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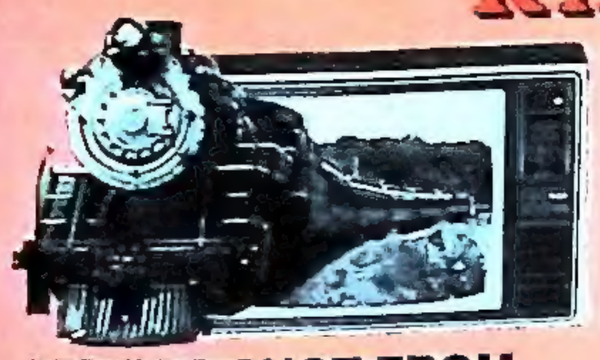

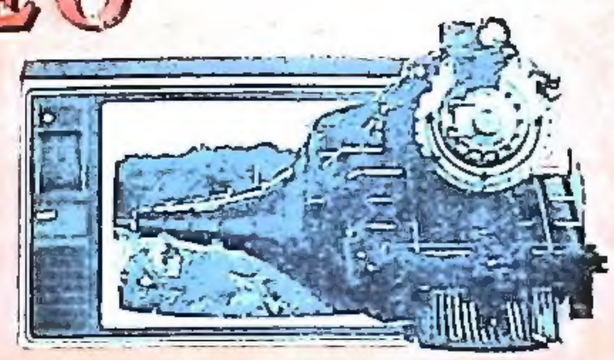

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Color, Sound. 4 One Hour parts ..... 33.45 EACH
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"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J., Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

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"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Frieghts-The River Line" Trackside action of Conrail freights on the Hudson River line. Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ...33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive! Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service. Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's. B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

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1. **"Progress On The Rails"** Produced by the PRR
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4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
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3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
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3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
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4. **"Easy Does It"** Produced by the AAR
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PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage.
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each 33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of a NJ Transit G.E. MU.
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From the Publisher's desk:

Railroading Below Sea Level

I've ridden and chased trains at elevations over 8000 feet above sea level. I've ridden the rails on wooden trestlework only a few feet above sea level to an island in the North Sea, and I've even accompanied freight cars across New York Harbor on a tugboat. With a trade show looming up in Pomona, California, I figured it was time to see the Southern Pacific's operation south of Pomona, down around West Palm Springs, Indio and Salton. Since Phyllis was also working the show, I explained how we had to go see the Salton Sea and the beautiful desert country and the date palms. The scam worked. She agreed.

The Salton Sea, now saltier than the Pacific Ocean, lies over 220 feet below sea level. You can eyeball the Espee tracks which are as straight as an arrow flies except for the gentle dips and rises as the tracks follow the earth's contour. To see a long freight train in straight line as it winds its way through the valley is worth the 125-mile drive from Pomona.

Work on the Southern Pacific line from Los Angeles to New Orleans was started in 1873 and was completed ten years later. The railroad largely followed natural passes through various mountain ranges (like Beaumont Hill in the May '91 R&R) and paralleled the Salton Sink area. The Espee developed traffic in minerals and salt.

Around 1900 the California Development Company was organized with the intent of running a canal from the Colorado River to the Sink area, thus providing fresh water for farming in the region. Settlers poured into the area despite governmental reports that the ground was too alkaline to support agriculture. In 1905 the Colorado went on a rampage, smashing through the uncompleted canal system and flooding the area. The water created a shallow inland sea 35 miles in length and 15 miles wide. Realizing the danger to his own right-of-way, Espee President E. H. Harriman provided $200,000 to help close the gap and stop the flooding. Eventually Harriman sent an engineer named Cory to stop the flooding. In a series of telegrams to President Theodore Roosevelt, Harriman eventually received assurances that the federal government would back reconstruction effort. Cory built trestles from which to dump rock and dirt into the gap, creating a dam. The Hind Dam was nearly completed in early December of 1906 when more flooding caused the levee to breech. Cory had 1000 flatcars at his disposal, dumping rock, gravel and clay into the gap as rapidly as possible. Most of it was brought from hundreds of miles away. After 52 days the river was diverted back to its original channel. The cost to the Southern Pacific was over $5,000,000, and it had to relocate its roadbed above the lake level.

The weather on our visit was great, and freights kept heading eastward (south) at a steady clip. The big gray and red SP diesels running in sets of three were frequently offset with a Cotton Belt engine in the same scheme.

In the summer the dry heat reaches 115°F or more, and you may not feel it. It's smart to wear a brimmed hat and light loose clothing and carry a canteen or thermos with water. Avoid beer or alcohol until you get to the motel in the evening. And don't step on any sidewinders! The SP is real main line railroading, unlike anything back East. Now, if I'd only remembered about that Plaster City narrow gauge just a few miles further south . . .

RAILFAN & RAILROAD

July 1991/vol.10 no.7

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Cover

They could pass for Conrail units, but look close and you'll notice that those Canadian super cabs are riding on narrow gauge track! The two Bombardier-built "Alco" DL535Es are half of the order for four units that was built for the White Pass & Yukon Route in 1982 and never delivered when that railroad closed down. They are now operating on U.S. Gypsum's 27-mile line at Plaster City, California, where they are shown on March 27, 1991. Kodachrome: David C. Lustig.

Reading steam returned to the Anthracite region of Pennsylvania as the newly-former Reading & Northern used Blue Mountain & Reading T1 4-8-4 2102 on two days of coal shifter work on April 5-6, 1991. Here on Saturday, the 2102 is at Port Clinton after running around the caboose, preparing to back to Tamaqua to pick up a 35-car loaded coal train. The images of working steam in 1991 are shown in color in "The Schuylkill Shifter" feature beginning on page 64. Kodachrome: Jim Boyd

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More than a dead engine

George S. Connor's article "Incoming Spuds" in the May issue was certainly interesting, but he doesn't know much about trucks.

I am a railfan, but I make my living driving a truck. Every truck has two sets of brakes. One uses air to apply them. One uses air to release them.

This truck had more problems than a dead engine. The emergency brakes on all trucks are operated by springs. It takes 60 lbs. of air pressure to release the springs, so any time the air pressure drops below 60 lbs. the emergency brakes come on automatically.

Also, there is an emergency valve on the dash of all trucks that the driver can use to dump the air and apply the spring (emergency) brakes at any time.

Having the truck in gear with a dead engine adds a lot of drag on the truck, thus helping to stop it, too. The driver must not have dumped the air until it was too late, thus the truck was going too fast when the air ran out and put the truck in emergency, which burned the brakes up.

Like I said, that truck had more problems than a dead engine. It had to have an inexperienced driver on defective emergency brakes or both, plus a dead engine. A dead engine is no reason not to stop a truck.

MIKE MURRAY
Haltom City, Texas

About Beaumont

In regards to John Sistrunk's article "Beaumont Hill" in the May '91 issue, he made several factual errors. It is not possible to see slugs used on the West Colton hump, as they were retired in 1985! They now use a combination of SD38-2s, SD7s and SD35s in a three-unit set. Also, when trains leave the Pepper Avenue departure yard, there is a third choice to routing besides Cajon and Beaumont. *All* trains leave eastbound, even those for the L.A. area and the Coast Line. Westbound trains use the balloon track and double back along the yard.

SP's diesel hydraulics never operated out of West Colton, as it wasn't opened until June of 1973. The last German hydraulic operated in 1968, and the last Alco hydraulic operated in 1972. They were all delivered through Beaumont, and they made several runs there when new. They were all then sent to the Roseville freight pool, where they spent their careers, and it is doubtful that they ever ventured further south than Bakersfield again.

PETER ARNOLD
San Luis Obispo, Calif.

State Line back then

I thoroughly enjoyed your article on the State Line tunnels in the March '90 issue. The photographs were excellent.

When I saw on the cover "Conrail's State Line Tunnels THEN and NOW," I expected to see photos of Berkshires and Hudsons. I was a little disappointed when "THEN" was represented by diesel cab units and RDCs dating all the way back to the 1960s.

Is it my old age showing? Heck, I'm only in my early sixties. Are you and Jim Shaughnessy too young to remember Boston & Albany steam?

DONALD W. McDONOUGH
New City, N.Y.

'Liner notes

Wow! The *Electroliner* feature in your recent issue knocked my socks off. Not only did the guys at the Illinois Railway Museum pull off the restoration job of the decade, but the photos were absolutely astonishing. It is hard to believe the cover shot was taken in

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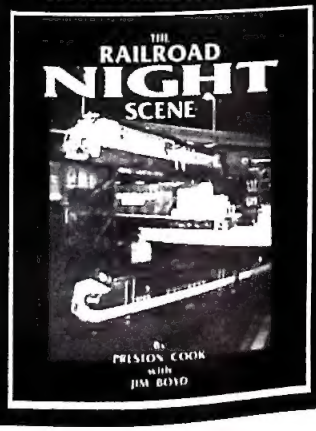

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1991, and a caption inside hit the nail on the head, indeed "... rail preservation at its finest."

Do the third-rail pick-up shoes on the IRM *'Liner* still function? Given the Museum's rail connection to the outside world, could we frustrated North Shore Line fans every hope for an *Electroliner* fantrip on the CTA elevated lines and a high-speed jaunt out to Skokie on the "Skokie Swift" (the last surviving portion of the old CNS&M main line)? It's just not right to think that the *'Liner* will be forever limited to about 30 m.p.h. on the Museum's main line.

I wouldn't sell the IRM guys short, though. Now that they have a real-life, restored *Electroliner* in their collection, maybe they'll take the easy way out and build a 90-m.p.h. main line at the Museum to go with it.

DEMPSTER STREET
Dime Box, Tex.

According to IRM's Greg Heier, Red Arrow replaced the original CNS&M pick-up shoe with one compatible with the P&W. Both used an "over-running" system, but the P&W third rail was "protected" (a wooden cover above the third rail) using a spring-loaded pick-up shoe. The North Shore Line used an "unprotected" third rail with a gravity operated pick-up shoe. IRM is in the process of duplicating the originals, but for safety reasons, they will not be electrically "live." Due to the present insurance and political climate, an excursion on CTA anytime soon isn't likely, but it's not out of the question as the 'Liner *is still compatible with CTA. If such an excursion were to occur, the third rail pick-up shoes would be wired for operation — M.D.*

Electric railroading

As I near the half-century mark in my life, I can remember seeing many pieces of electric railroad equipment come and go. Almost every piece of equipment I grew up with is gone include GG1s, MP54s, the last of the double-ended streetcars in Washington, double-decker m.u.s on the LIRR, the original Market Street "el" cars on PTC, the open platform "el" cars on the Myrtle Avenue line

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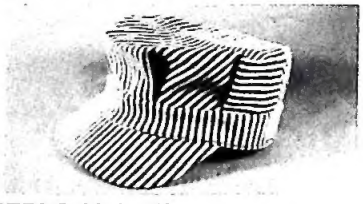

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DEALER INQUIRIES ENCOURAGED

in Brooklyn and the Philly's Red Arrow with the equivalent of an operating streetcar museum. Now I must go to a museum to hear the thumping of an old air compressor.

Your recent piece on the PCCs in Philadelphia brought back many memories. And in the May issue, you really struck home with the items on the North Shore's *Electroliner*. I rode them on the North Shore and I rode them on the Red Arrow. The articles were very well done; they made wonderful informative reading. (Incidentally, I considered the South Shore to be an interurban also.)

VICTOR FETTER
Valley Stream, N.Y.

Crowsnest diesels

The two-part article on CP's Coal Trains was most enjoyable. I wish I had read it before a trip on the real *Canadian* (an impostor now travels CN) in August 1989. I stopped off at Golden for a day to sightsee, particularly around Field and the Spirals. I had wanted a shot of a 9000- series SD40F from the ground but had to settle for several through the dome car glass. The crew told me of the facility at Golden on the train the next day!

There is one correction I would like to point out, and that is in reference to the motive power used on the coal trains. The original power on these trains were M630s, not SD40s. With the seemingly endless love affair between CP and the SD40-2 today, it is hard to believe that in the late 1960s the opposite was true. They were apparently very dissatisfied with their two batches of SD40s received in 1966 and '67, particularly with respect to wheel slip control and turbocharger failures. Hence when it came time to purchase power for the coal trains, MLW got the order — a total of 32 M630s. They came with a variety of special equipment for the slave/master operation.

It was not until 1972 that the SD40-2 was purchased and became CP's chosen unit for the main line. I am unable to say exactly when the M630s were bumped off the coal trains, but it would most likely be by '73 at the latest. Alas, GM has been the sole supplier of locomotives to CP since that first order of SD40-2s.

My source for this information is that excellent volume by Dean and Hanna, *Canadian Pacific Diesel Locomotives*. I can personally attest that the M630s did not show up in the Toronto area until the early seventies while the early publicity shots of coal trains on Stony Creek invariably had M630s.

A final note, though the big Alcos got sent back East they are luckily still with us.

PAUL TATHAM
Guelph, Ont.

You're absolutely right about the use of the M630s early on. However, CP's first coal trains for export to Japan, which used conventional hoppers, were powered by anything from F-units to Geeps, and straight SD40s were apparently involved in the early testing of mid-train slave control in preparation for the unit trains of bathtub gondolas. Having seen so many photos of M630s on Stony Creek Bridge, I should have remembered those big MLWs played a major role with CP's coal — B.K.

Good ol' Crowsnest

Enjoyed very much your articles on the CP in the Crowsnest area. It was good to read about what is currently taking place up there. In the 1970s and '80s, I would visit there yearly. But with the demise of the big Alcos, the *Canadian* and *Super "C"*, the BN "Fs" on Marias, etc., I just have not gone back. So it was good of you to bring me up to date.

I wish R&R would do more articles of this kind — big time Class 1 railroading. I am get-

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DAVID C. LUSTIG

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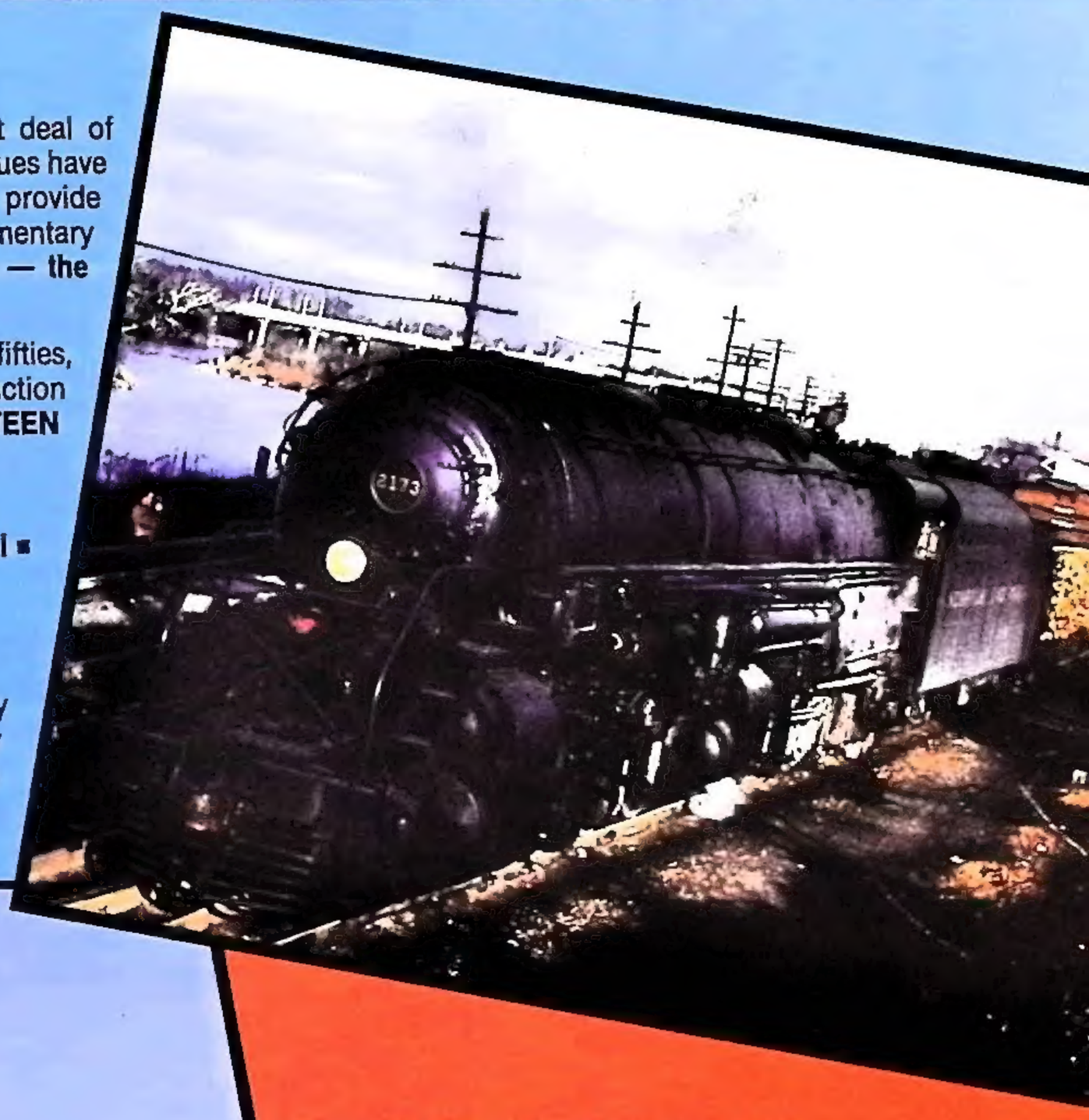

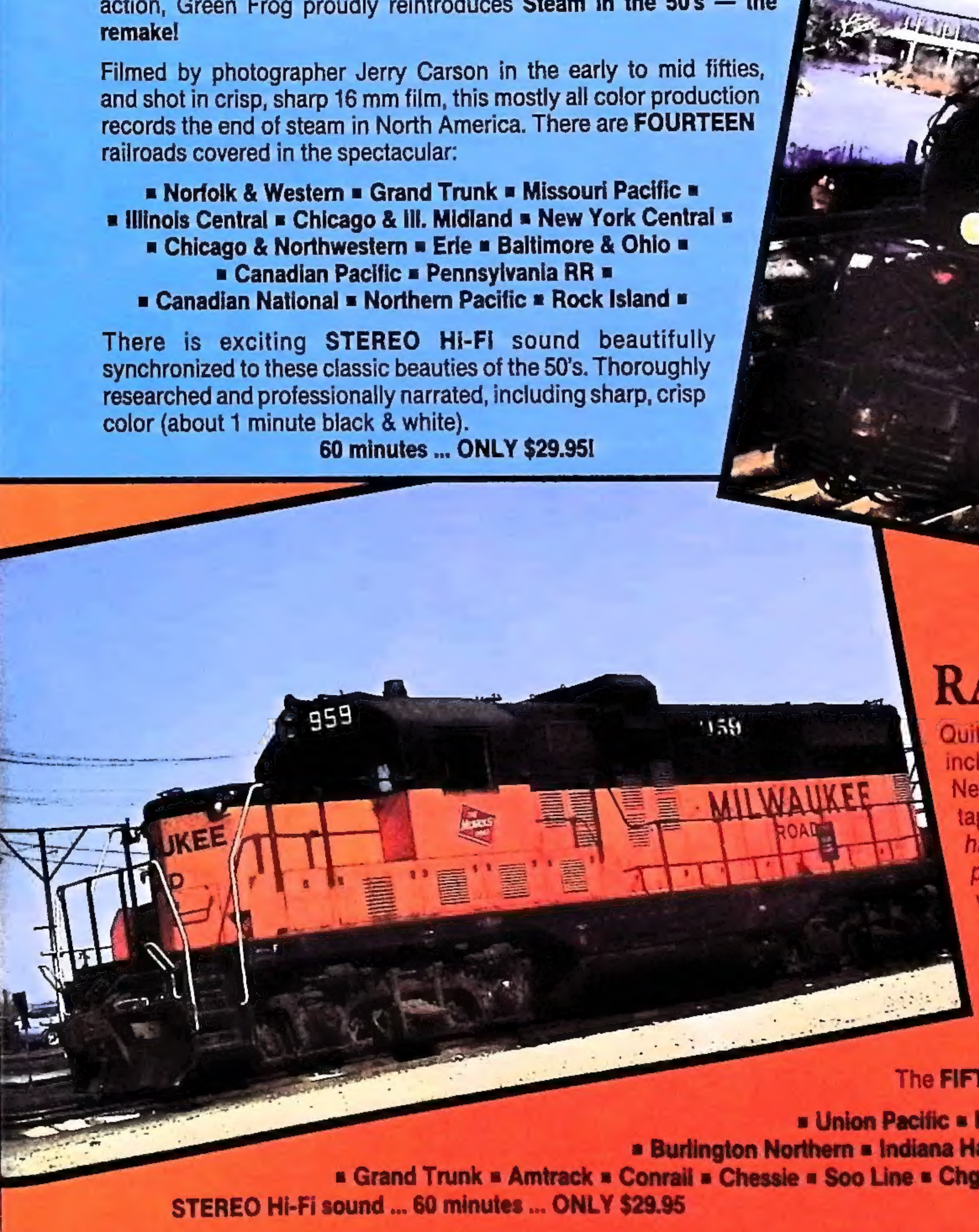

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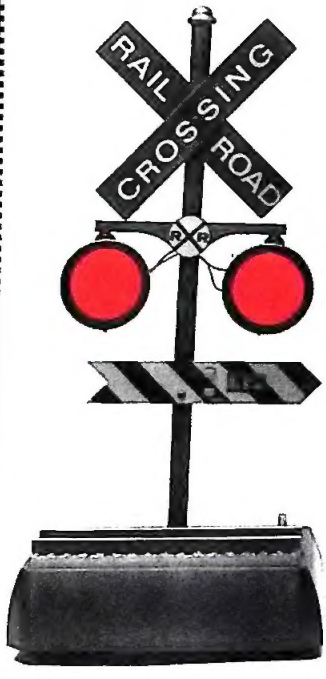

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ting a bit bored with the never ending steam excursions and the 20-mile short lines that all seem to be cut from the same cloth. This article and the one on Beaumont were refreshing.

I had to smile at your cloudy-day slides. Don't believe I ever went to Canada, regardless of the time of year, that it didn't rain some, if not all, of the time. Some things never change.

DOUG HARROP
Morgan, Utah

Missed the Budd

I felt that one small segment in Hal's May 1991 "Sparta, Next Stop" should have mentioned that the former-Morris County Central's shop building now houses the original New York, Susquehanna & Western Budd RDC M-1, presently being restored by members of the NYS&W Technical & Historical Society.

TOM MORAN
Westmont, N.J.

Incoming pun

I just finished reading about Chris Skow's encounter with a loaded banana truck in the May '91 issue. I would imagine that, although there was a lot of confusion as a result of the spill, he and the rest of the tour group were glad that the truck hadn't been loaded with sweet potatoes. For, you see, that would have caused quite a traffic yam.

TOMM STALEY
Indianapolis, Ind.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2; 1522 is a Frisco 4-8-2.

June 1-2, 611 Columbus, Oh., to Kenova, W.V., and return (OSYM); **June 8,** 611 Cincinnati, Oh., to Knoxville, Tenn., one way (CRC); **June 9,** 611 Knoxville to Cincinnati one way (CRC); **June 15,** 611 Conneaut, Oh. to Buffalo, N.Y., and return (LSRH); **June 22,** 611 Buffalo to Albion, Pa., and return (NNRH); **June 29-30,** 4501 Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV).

July 13-14, 611 Detroit, Mich., to Fort Wayne, Ind., and return (BWC); **July 20-21,** 611 Chicago to Fort Wayne and return (CNH); **July 27-28,** 1522 St. Louis to Moberly, Mo., or Centralia, Ill., and return (STLN).

August 7, 611 Kenova to Iaeger, W.V., and return (CPH); **August 8,** 611 Kenova to Portsmouth, Oh., and return (CPH) (August 7-8 trips for NRHS national convention at Huntington, W.V.); **August 16,** 611 Cleveland to Buffalo one way with CR power Buffalo to Niagara Falls for overnight stay (ORHC); **August 18,** 611 Buffalo to Cleveland, one way (ORHC).

September 7-8, 4501 Knoxville to Chattanooga, Tenn., and return (OSRM); **September 21,** 4501 Kingsport, Tenn., to Appalachia, Va., and return (WVC); **September 22,** 4501 Kingsport to Knoxville, Tenn., and return (WVC); **September 21-22,** 1218 Bellevue to Fort Wayne and return (MRC); **September 29,** 1218 Cincinnati to Muncie, Ind., and return (CRC); **September 28,** 611/diesel Alexandria-Shenandoah Jct.-Alexandria circle trip (WACN); **September 29,** 611 Alexandria to Front Royal, Va., and return (WACN).

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6,** 1218 Chattanooga to Lexington, one way (BGM); **October 5-6,** 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12-13,** 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **October 12-13,** 611 Roanoke to local destination and return (RNRH); **October 19-20,** 1218 Chattanooga to Oneida and return (TVRM); **October 19-20,** 611 Greensboro, N.C., to Roanoke, Va., or other destination (GNRH); **October 26-27,** 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27,** 4501 Asheville, N.C., to Bulls Gap or Statesville (ASHV).

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2,** 4501 Chattanooga to Cleveland, Tenn., and return (TVRM); **November 3,** 1218/611/4501 Chattanooga to Atlanta one way; November 2-3 trips in conjunction with NS Steam 25th Anniversary (TVRM/ANRH); **November 9-10,** 611 Huntsville, Ala., to Chattanooga and return (NARM); **November 9-10,** 1218 Charlotte, N.C., to local destination (PCCN); **November 16-17,** 611 Birmingham to Chattanooga and return (HOD); **November 16-17,** 1218 Columbia, S.C., to destinations to be determined (SCRM); **November 23-24,** 4501 New Orleans, La., to Hattisburg, Miss., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (CNH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRH) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NNRH) Niagara Frontier Chapter NRHS, 4 Alabama Place, Lockport, NY 14094; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (ODM) Old Dominion Chapter NRHS, P.O. Box 6583, Richmond, VA 23226; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprietors Road, Worthington, OH 43085; (OSRM) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132; (STLN) St. Louis Chapter NRHS, 3439-A Dunnica Avenue, St. Louis, MO 63118; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road,

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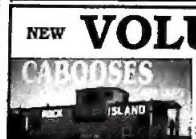

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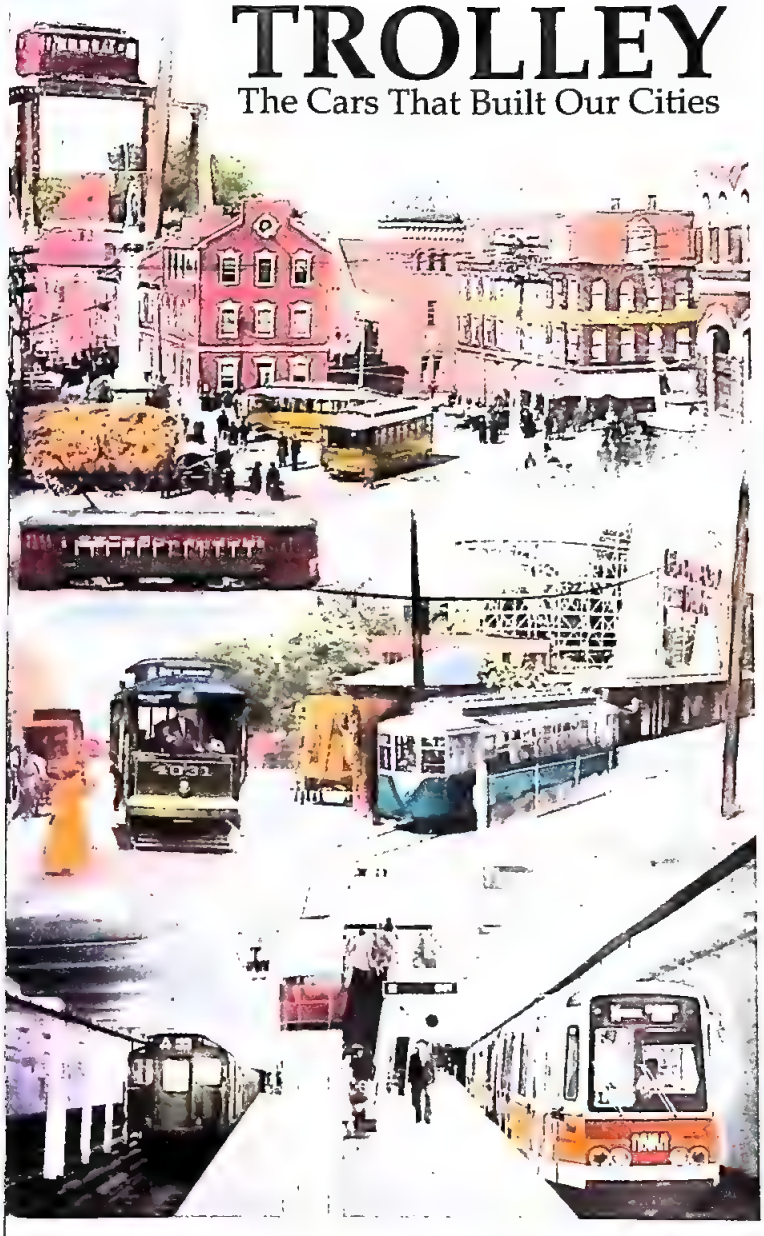

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Chattanooga, TN 37421; (WACN) Washington Area Joint Trip Committee, P.O. Box 456, Laurel, MD 20725-0456; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

BELTON, MISSOURI, through September 2, Friday-Monday (September-October, Saturday and Sunday only). Smoky Hill Railway & Museum will operate one-hour round trips on its ex-Frisco branch. Restored Rock Island E6 630 will run each Saturday. Located 20 miles south of Kansas City on U.S. Highway 71. Adults $4, ages 18 and under $2.50. For tickets and info, send SASE to: Smoky Hill Railway, P.O. Box 224, Grandview, MO 64030-0224, or phone 816/331-0630.

CUMBRES & TOLTEC SCENIC RAILROAD through mid-October. Daily service offering a variety of trip options. For further details contact: Cumbres & Toltec Scenic Railroad, Box 789, Chama, NM 87520.

Chama-Osier or **Antonito-Osier** round trip, adults $29, ages 11 and under $11.

Chama-Antonito or **Antonito-Chama** through trip one way, with van trip opposite way, adults $45.50, ages 11 and under $23 (without van transport: adults $39, ages 11 and under $18.50).

MANITOU SPRINGS, COLORADO, through October. Manitou & Pike's Peak Cog Railway celebrates its 100th year of operation. Ride in modern, climate-controlled Swiss cars to 14,110-foot Pike's Peak. Three-hour round trips depart Manitou 9:20am and 1:20pm through October, plus 10:40am and 2:40pm through September, plus noon, 4pm and 5:20pm through August. Adults $19.91, ages 5-11 $9, ages 5 and under free if held on lap. Advanced reservations strongly recommended. Dress prepared for possibly cold weather. Trip not recommended for persons with history of severe cardiac or respiratory problems. Contact: Manitou & Pike's Peak Cog Railway, P.O. Box 1329, Colorado Springs, CO 80901; 719/685-5401.

KENTUCKY RAILWAY MUSEUM, P.O. Box 240, New Haven, KY 40051-0240 (800/272-0152), through November 3 will operate regular excursion service New Haven-Boston Tuesdays through Sundays, plus holiday Mondays. Saturday departures from New Haven 11am and Boston noon, plus Saturday and Sunday departures from New Haven 1 and 3pm and Boston 2pm. Weekday departures from New Haven 10:30am and 1pm and Boston 11:30am. Adults $10, ages 65 and up $9, ages 3-12 $7, ages 2 and under free. Group and military discounts available. Alternating use of steam and diesel power throughout the season; phone the museum in advance for latest engine assignments.

BLISSFIELD, MICHIGAN, weekends through November, plus weekdays through summer. Adrian & Blissfield Rail Road excursions out of Blissfield (15 minutes north of Toledo, Ohio) in climate controlled coaches, plus parlor and dining service. Charter and mixed trains can be arranged. Send SASE to: Adrian & Blissfield Rail Road, 708 East Michigan Street, Adrian, MI 49221, or phone: 517/265-3626.

PORT CLINTON, PENNSYLVANIA, June 1-2. Railfan Steam Weekend on the new Reading & Northern Railroad (formerly Reading, Blue Mountain & Northern). Tremendous photo opportunities with the following round trips which will run both days at the following departure times:

9:30am, West Cressona-North Reading, ex-Reading T-1 4-8-4 2102 will power a loaded coal train with coaches coupled on the rear.

11:30am & 3pm, Port Clinton-North Reading, BM&R 4-6-2 425 will power a train of coaches.

1:30pm, West Cressona-Tamaqua, Reading GP30 5513 and C630 5308 will power an empty hopper train with coaches coupled on the rear.

Photo stops on some trips and night photo session at West Cressona Saturday night beginning 9pm. 2102 trips: adults $25, children $5. Diesel trips: adults $25, children $5. 425 trips: adults $10, children $5. Night photo session $15. Package deal combining 2102 and diesel trips plus night photo session $50. Order tickets from: Blue Mountain & Reading Railroad, Passenger Division, P.O. Box 425, Hamburg, PA 19526; or phone: 215/562-4083 weekdays 9am-5pm.

WEBSTER, NEW YORK, June 2, 9 and 16. Diesel-powered round trip excursion using ex-NYC stainless steel cars on ex-NYC trackage to East Williamson. The 28-mile, 1¾-hour trips depart noon, 2pm and 4pm. Adults $9, ages 5-12 $6, under 5 free. Send check and SASE to: NRHS Rochester, Summer Fun Trip-RF, P.O. Box 1161, Webster, NY 14580. For more information phone: 716/987-1305.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Heart of Dixie/Blue Ridge Mountains, June 7-19. Ride various Amtrak routes plus NGA, TNVR, Cass, and other lines. From $1899.

Columbia River Gorge, June 13-15. Ride Amtrak Seattle-Portland-Hood River, then Hood River Railroad, plus Portland light rail and river cruise. From $459.

BERKS COUNTY, PENNSYLVANIA, Visitors Information Association, VF Factory Outlet Complex, Park Road & Hill Avenue, P.O. Box 6677, Reading, PA 19610 (215/375-4085) is sponsoring the following excursions on the Blue Mountain & Reading Railroad (out of Temple and Hamburg, Pennsylvania) For more information, contact the BCVIA or phone the BM&R at 215/562-4083.

June 8-9, Children's Hobo Weekend.
June 16, Father's Day Excursions.
July 13-14, Revolutionary War Military Encampment.

PARIS, KENTUCKY, June 8-9, July 13-14, August 10-11. The Kentucky Central Railway will sponsor steam-powered 35-mile round trip excursions through scenic rolling hills between Paris and Carlisle, Kentucky, departing at 2pm. For fares and other information send SASE to: Wesley Ross, 1749 Bahama Road, Lexington, KY 40509, or phone: 606/293-0807.

MORRISVILLE, VERMONT, June 15-16. Rare mileage trips on Lamoille Valley Railroad departing 8:30am with Alco power. Morrisville-Swanton and return Saturday, Morrisville-St. Johnsbury and return Sunday. Photo runbys. $45 per day with lunch, or $80 for both days. Contact: Lamoille Valley Railroad, R.D. 1, Box 790, Morrisville, VT 05661; 802/888-4255.

NEW JERSEY MUSEUM OF TRANSPORTATION and Pine Creek Railroad, located in Allaire State Park, GSP Exit 98/I-195 Exit 31, will host the following special rail events. For more information contact: NJMT Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524.

June 16, Father's Day. PCRR and 7th VA Cavalry Civil War Reenactment Group perform Annual Great Locomotive Chase hourly noon-5pm, with train rides between battles.

July 4-7, PCRR celebrates its 40th anniversary with a mix of steam and diesel trains in addition to regular diesel trains.

CHICAGO, ILLINOIS, June 16. The Third Rail Express charter trip on CTA 'L-subway. Depart from O'Hare Airport or Cumberland and travel elevated and subway lines, plus Interstate Median Strip and Ravenswood Line. Lunch and photo stops. Adults $28, children $14. Contact: The All Trains Bunch c/o Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356.

CHAMA, NEW MEXICO, June 22. Third Annual Moonlight Charter Train Ride on the Cumbres & Toltec Scenic Railroad departs Chama mid-afternoon, performs a meet and photo runbys en route and returns by moonlight. Complete steak dinner at new Osier dining facility. Railroad slide show night before. Tickets $50.00 (partially tax-deductible). Contact: Friends of the C&TS, 7801 Academy NE, Building 2, Suite 102, Albuquerque, NM 87109.

STEWARTSTOWN, PENNSYLVANIA, June 29. National Capital Trolley Museum will host benefit excursion over entire Stewartstown Railroad (including Howard Tunnel) from Stewartstown to Hyde, departing 1pm and returning approx. 5pm. Tickets $25. Send check or VISA/MasterCard with expiration date and SASE to: Stewartstown Trip c/o National Capital Trolley Museum, P.O. Box 4007, Silver Spring, MD 20914-0007

FRANKFORT, INDIANA, June 29-30. NKP 2-8-2 587 will power trips Frankfort-Muncie both days. Contact: Indiana Transportation Museum, P.O. Box 83, Noblesville, IN 46060-0083; 317/773-6000.

BANGOR & AROOSTOOK CENTENNIAL EXCURSIONS will operate during 1991 summer season. All are round trips lasting three to four hours, scheduled to coordinate with fairs, festivals and local celebrations. Times shown are for departure from point of origin.

Northern Maine Junction-Searsport: June 29 and 30, August 3 and 18 at noon; August 17 at 8am.
Madawaska-Fort Kent: July 6 at 8am.
Fort Kent-Eagle Lake: July 7 at 8am.
Oakfield-Squa Pan: July 13 and August 25 at 8am.
Oakfield-Millinocket: July 14 at 9am.
Presque Isle-Squa Pan: July 20 at 8am.
Fort Fairfield-Presque Isle: July 20 at 2pm.
Presque Isle-Limestone: July 21 at 8am.
Millinocket-Brownville: July 27 and 28 at 9am.
Millinocket-East Millinocket: July 28 at 2pm.
Northern Maine Junction-Brownville Junction: August 3 at 8am; August 17 at noon.
Derby-Millinocket: August 10 and 11 at 8am.
Houlton-Squa Pan: August 24 at 9am.

Opening ceremonies at Northern Maine Junction on June 29 will include unveiling of F3 No.502 (formerly 42) in as-delivered colors, tour of facilities, live music, barbecue and much more. Tickets for each trip are $15 for adults, $7.50 for

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children (group and family rates available. For tickets and information, phone 800/244-3100, or contact: Bangor & Aroostook Railroad Company, Northern Maine Junction Park, R.R. 2, Box 45, Bangor, ME 04401.

EAST TROY, WISCONSIN, June 30. Central Electric Railfans Association will operate a fantrip over lines of the East Troy Electric Railroad in commemoration of 40th anniversary of abandonment of Milwaukee Rapid Transit and Speedrail. Originates in Chicago using Metra equipment to Fox Lake, and chartered bus beyond. Adults $30, under 12 $20. Contact: CERA, P.O. Box 8292, Chicago, IL 60690.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

July 5-7 (NMRA Convention), August 17-18, September 28-29, December 7-8 (Santa Claus Train).

SENTIMENTAL RAIL JOURNEYS, P.O. Box 2729, Mission Viejo, CA 92690 (714/240-2101), is sponsoring the following luxury rail tours onboard their restored vintage cars pulled behind Amtrak trains.

July 12, August 23 San Francisco.
July 20 San Diego.
September 17 Canada.
October 7 New Orleans.
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CALGARY, ALBERTA, July 19-21. 5th Annual Railway Days at Heritage Park. Continuous activity on one mile of circular standard gauge track with 1940s 0-6-0s powering simultaneous vintage freight and passenger trains, climaxing with a doubleheaded mixed. Three stations, telegraph service, operating turntable, models and exhibits, streetcars and much more. Contact: Heritage Park Historic Village, 1900 Heritage Drive S.W., Calgary, Alberta, T2V 2X3; 403/255-1182.

SEATTLE, WASHINGTON, July 26-August 5. West Coast Explorer rail trip out of Seattle visiting Puget Sound & Snoqualmie, Yakima Trolley, *Spirit of Washington* dinner train, Lewis & Clark Railway, MAX Trolley and zoo railway in Portland, Oregon Coastline Express, California Western, Napa Valley Wine Train, California Railway Museum, Feather River Canyon, Sumpter Valley, City of Prineville, Hood River Railroad, sternwheel riverboat and more. Contact: Townsend Tours, P.O. Box 504, Port Hadlock, WA 98339; 206/385-7735.

ARCADE, NEW YORK, July 27. Arcade & Attica steam special over full length of remaining A&A trackage (26 miles) to North Java and return. Departs Arcade depot 7:45am. Tickets $17. Slide show, talks and exhibit following excursion. Contact: William Reddy, 6645 Denton Corners Road, Castile, NY 14427; 716/493-2894.

SANTA FE, NEW MEXICO, August 3-December 8. A Santa Fe Railway special will arrive on August 3 to take part in The Museum of New Mexico's and Museum of Fine Arts' debut of "Creating Images of the Southwest: the Santa Fe Railway Art Collection," featuring historic artwork commissioned by the AT&SF. Also on display will be a variety of Harvey House memorabilia, including cutlery, china, photographs and menus. For more information contact: Museum of New Mexico, P.O. Box 2087, Santa Fe, NM 87504-2087; 505/827-6451.

CHICAGO, ILLINOIS, August 4. Omnibus Society of America will operate an excursion to the Fox River Trolley Museum in South Elgin, Illinois, using regularly scheduled Metra/Milwaukee trains to and from Elgin (depart 8:40am, return 3:12pm) and chartered bus beyond. Adult fare of $25 includes rail and bus transportation, admission to museum, ride on chartered museum train and unlimited rides on remaining equipment at museum. Contact: Omnibus Society of America c/o John LeBeau, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/251-2262.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

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August 8, tour of CSX Huntington shops; Nickel Plate 2-8-

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August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doubleheaded New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

SPOKANE, WASHINGTON, August 8-11. Railfest Northwest 1991 Convention. Tours of BN yards and CXT concrete tie plant, plus clinics and contests on models and photography. Registration package includes maps and information on Spokane area rail lines, sightseeing, shopping and entertainment. For brochure and information send SASE to: Railfest Northwest, 2310 Cherry Street, Spokane, WA 99216.

MILBANK, SOUTH DAKOTA, August 10-11. Trainfest '91. Ride ex-Soo Line and Milwaukee Road coaches on the Sisseton Milbank Railroad's "Whetstone Valley Express" to Corona, with special railway post office cancellation and mail service onboard. Plus slide shows, movies, displays and models in various gauges. Model exhibit and visual programs at city auditorium 10am-8pm Saturday, 10am-5pm Sunday; adults $1, children free. Train ride round trip to Corona (21 miles) adults $6, children $3; short trip (10.5 miles) adults $3, children $2. Train tickets can be reserved by calling: 605/432-6656 or by mailing payment to: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

KANSAS CITY, MISSOURI, August 15-18. Union Pacific Historical Society Annual Meeting at Park Place Hotel. Clinics, tours, model contest and swap meet. For further information contact: Don Snoddy, 1416 Dodge Street, Omaha, NE 68179.

NEWPORT, WASHINGTON, August 30-31. MILWEST Annual Meet at Newport City Hall Annex. Friday 7-11pm: open slide shows of former Milwaukee Road operations in the Spokane area plus current operations of St. Maries River Railroad and Pend Oreille Valley Railroad. Saturday 7-11pm: business meeting, model contest and multi-media slide show of Milwaukee Road Lines West. Contact: Ron Hamilton, 2506 Fissure Loop North, Dept. RF, Redmond, OR 97756.

CHAMA, NEW MEXICO, September 1. Doubleheaded narrow gauge mixed freight and passenger excursion on the Cumbres & Toltec Scenic Railroad from Chama to Big Horn Wye and return. Numerous photo runbys. $75 per person. Contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/431-4354.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is offering the following foreign rail tours:

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Australia & New Zealand, August 22-September 16.

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KIMBERLEY, SOUTH AFRICA, July 30-August 3. Kimberley Steam Festival featuring ten types of preserved steam locomotive assisting the regular 4-8-4s on the double track Kimberley-De Aar main line at speeds up to 70 m.p.h. For more information contact: Spoornet, Assistant Regional Manager F. Calitz, P.O. Box 620, Kimberley, South Africa 8300.

NEW ZEALAND RAILFANS TOUR, October 9-26. Fully escorted tours take you to Raurimu Spiral, Glenbrook Vintage Railway, Awamutu Railway Museum, steam on Silverstream Railway, NZ Alps, Christchurch and many other locations. North Island only, $1850; South Island only, $1912; both islands, $2677. For more details, contact: NZTP, 6033 W. Century Boulevard, Suite 1270, Los Angeles, CA 90045; 213/338-1538.

RAILROADIANA MEETS

LITTLE ROCK, ARKANSAS, June 1. Arkansas Railroad Club 11th Annual Railroad Antiques & Collectibles Show and Sale at fairgrounds, 9:30am-5pm. Admission $2. Send LSASE to: Arkansas Railroad Club Show, Box 9151, Little Rock, AR 72119-9151.

OMAHA, NEBRASKA, June 16. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410.

GREAT AMERICAN TRAIN SHOW 1991 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

June 22-23, Commonwealth Convention Center, 221 4th Avenue, Louisville, Kentucky.

GREENBERG's Great Train, Doll House and Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 301/795-7447.

Towson, Maryland, July 13-14, Towson Center, Towson State University.

Monroeville, Pennsylvania, July 20-21, Pittsburgh Expo Mart.

Gaithersburg, Maryland, July 27-28, Rio at Washington Center.

RALEIGH, NORTH CAROLINA, July 13-14. Eighth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

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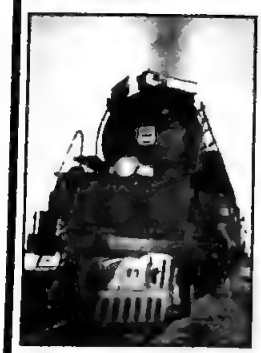

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RAILROAD AVENUE ENTERPRISES

Camera Bag

BY JIM BOYD

Hi8 Video and the Schuylkill Shifter

A whole new dimension has just been added to my railfan photography: Hi8 video. When I began "serious" railfanning back around 1958, I carried a black & white camera and an 8mm movie camera. As the still photography became more important and 35mm added color, the movies began to get less and less attention. The action was fun, but I missed the sound, and with publication-quality black & white and color photography my main pursuit, the movies were just more bother than they were worth.

Then in the fall of 1990, Marc Balkin of Mark I Video loaned me one of his reserve cameras, a Ricoh R808 Hi8 camcorder, and told me to "learn how to use it." As a result, I had it available when Andy Muller announced with a week's notice that he would be running his Reading 4-8-4 2102 on two days of coal train service ("The Schuylkill Shifter" on page 64). I had already practiced a bit with the camera and felt comfortable with it, so I decided to try it out "in combat" while chasing the 2102 — all the while concentrating on both color and black & white still photography for the magazine.

I returned home a believer.

That camcorder was easier to handle than any 8mm movie camera I'd ever used, and the quality of the end product was downright astounding. The picture quality in both overcast and sunny weather was superb, and the stereo sound will knock your socks off. And with just a little extra planning in placing the video camera, I was able to get the still photography I needed almost without compromise (I say "almost," because the one still shot I missed during the trip was the Reading Tech GP30 passing the 2102 at West Cressona; it happened unexpectedly, and I was in the middle of a video shot and decided to stay with it rather than try to quickly swap cameras and probably blow the color slide anyhow).

There have been some big advances in camcorder technology in the past five years, and the new Hi8 camcorders, about the size of a football, are now capable of producing the image quality formerly available only with the heavy three-quarter-inch professional equipment of a few years ago. There are two things that make this possible. The first is the fact that they are solid state "chip" cameras, which produce a distortion-free image from corner to corner, and, secondly, they utilize a "component" video signal with separate luminance (brightness) and chromanance (color) signals. A component signal will stand up much better during subsequent copying (dubbing) than the more common "composite" signal. The professional large-format Betacam SP and compact Super VHS also use the component signal, while standard VHS and three-quarter-inch professional equip-

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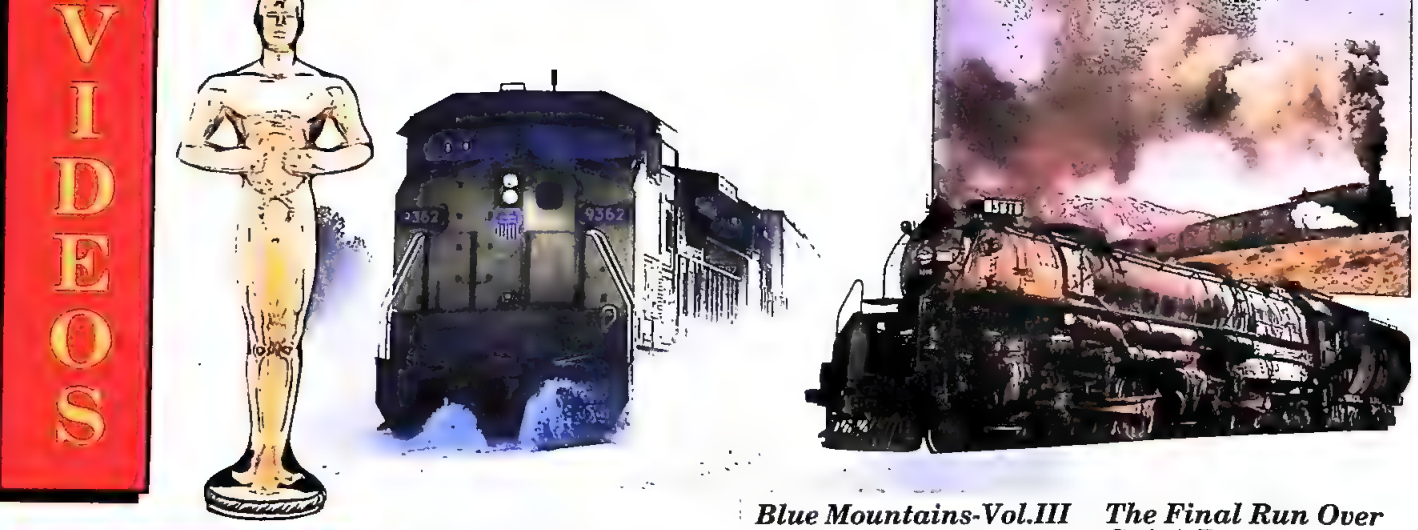

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ment use the composite signal.

But before we start sounding like video technicians, let's put the advantages of today's Hi8 (and S-VHS) minicams into perspective. The Ricoh R808 and its equivalent Sony V101 both sell for somewhere around $1100, and the Ricoh R808 has more features on it than I still know how to use. There are manual controls for program mode, white balance, gain and a whole fistful of other techno-tools. Its biggest advantage for me, however, is that in the "AUTO LOCK" mode, it is an idiot-proof point-and-shoot camera in the truest sense of the word. Exposure and focus are all automatic and smooth, and the power zoom is easy to use. The white balance is automatic and never needs to be manually set, and the automatic gain control is not even available on a professional $40,000 Betacam SP! And those white balance and gain features are amazing, capable of rendering pleasantly true color in everything outside from bright sunlight to near-dark and indoors from studio floods to a single fluorescent tube.

The rechargeable battery for this camera is about the size of a Kodak 36-exposure yellow slide box, and it will drive the camera for about an hour. One spare battery (mounted completely on the outside, they can be changed in about five seconds) and you can run a full two-hour videotape. The batteries will fully recharge from a 110-volt outlet in less than an hour from the recharger pack that also doubles as a "plug in" power supply for the camera (though it cannot charge batteries and run the camera at the same time).

A good two-hour "Metal Particle" blank tape sells for about $10 retail, and the even better professional quality "Metal Evaporated" tapes sell for a little over $20. One problem in today's market is that Hi8 tapes are very difficult to find at normal retail outlets (in the northern New Jersey area, the "Wiz" retail stores that sell the cameras are the easiest places to find tape, but in rural Illinois over the New Year holiday I struck out completely, not any camera store or even Radio Shack had them). If you have a camera, you may want to buy your tape in bulk from a mail-order discount house and save some money in the process.

Although Hi8 VCRs are available, the camera is designed to be its own playback unit. Since any use of the camera as a VCR also adds "mileage" to the delicate internal machinery, I simply pull a copy of the Hi8 tape from the camera onto my home VHS-HQ VCR, using the "PAUSE" button on the VCR for basic editing. This first-generation dub is nearly impossible to distinguish from the Hi8 original on the screen. I use the VHS version for normal viewing and keep the Hi8 original stored away as the reserve master.

The technical jargon about the Hi8 and S-VHS can go on forever, and there are features and options for the cameras that can keep you tinkering for years. But if you're thinking about getting into railfan home video, a Hi8 camcorder is an excellent place to start. You can add the options later (like editing equipment, a Hi8 playback VCR, wide angle lens or a high-quality tripod), but the basic Hi8 format will immediately give you an image that is of extremely high quality that will continue to be the state of the art for many years. As an example, I do not have a VCR or TV set with stereo sound, but the Hi8 tapes are all recorded with high quality stereo, and when the day comes that I have the playback equipment, it will be there to enjoy.

If you are going to shoot video as your primary railfan photography, Hi8 is an excellent medium to work in. The light weight of the camera has one disadvantage in that it has so little "mass" that it is easy to bounce around when being shot hand-held. A good tripod or a shoulder bracket is almost a necessity.

Since I was concentrating on shooting my still cameras while chasing the 2102, I set up the video camera on a tripod and usually let it take "action slides" with no zoom or pan during the shot (the very same way I used to shoot my old 8mm movies). Rather than a jiggly pan or zoom, I usually shut off the camera and turned around, reframed and restarted the camera for the going-away shots — a technique that can be clean, professional and pleasing if you do it right. When there was no need to get every shot with the still cameras, like on back-and-forth moves in the yard, I would set the tripod and pan or zoom appropriately just to keep all the runby shots from becoming repetitious. In a few cases I did some hand-held work, but anything other than the wide angle end of the zoom could get pretty shaky if I wasn't extremely careful. With the camera mounted on the tripod, for some pan or zoom shots, with the camera on full wide I would sometimes gently pick the camera and tripod off the ground and follow the action hand-holding the camera with the tripod dangling below a few inches off the ground — it's not a bad technique if you start wide and take it smooth. If in doubt, however, let the static shot "run through" and resist the temptation to move the camera. A poor zoom or pan is much worse than a somewhat static "moving slide."

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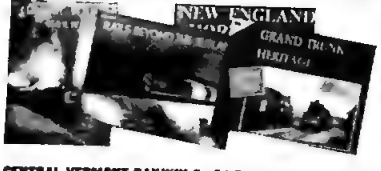

CENTRAL VERMONT RAILWAY By Ed Beaudette. History and operations of the steam/diesel era CV. Excellent photography by Hastings, Shaughnessy and others. Maps and rosters. 112pp, **C44**.....$13.95

GRAND TRUNK HERITAGE By Philip R. Hastings. Covers steam on the CN lines in New England as it was, with all-weather cabs, truss-rodded combines, wood coaling docks, quaint towns, yard scenes, and crack passenger runs behind fast stepping 4-8-2 types. Route map. 64pp, **C66**.....$11.95

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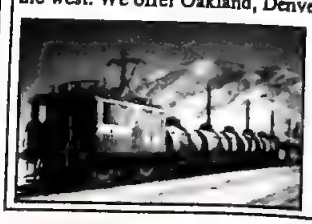

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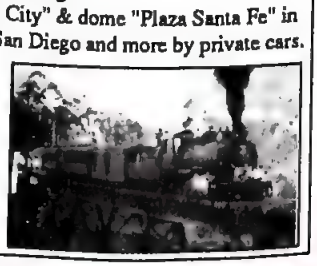

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THE FEATHER RIVER ROUTE

Although it's been seven years since the Western Pacific lost its independence through merger into the Union Pacific system, the WP lives on, in the memories and photographs of those who experienced it. In *The Feather River Route,* author Ken Rattenne presents a salon of the railroad and its trains . . . from 4-6-0s on the *Feather River Express* to FP7s on the *California Zephyr,* and from the "fabulous four" F-units on Altamont to green-and-orange GP40-2s along the Humboldt. "The trip . . . contains a little of everything: history, maps, geography and anecdotes . . . nicely laid out and well printed," says *Trains* magazine. In two parts, both 10¼x8½" hardbound album format with stunning dust jackets. A Trans-Anglo Book.

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300 recipes from America's Era of Great Trains—including those used on SP's *Daylight Owl, Lark,* and *Overland Limited,* the Western Pacific's *California Zephyr,* and Santa Fe's *Chief, Super Chief,* and *San Francisco Chief,* to name a few of those from the Far West. Of course, Midwest and Eastern favorites are also showcased along with vintage photos and mementos of the steam age. By Will Hollister, 142 pages, over 100 illustrations and maps of featured railroads, 8½x11" hardbound with colorful cover. A Trans-Anglo Book.
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STEAM IN THE WEST

TICKET TO SILVERTON By Crist, Grenard & Krause, is a vintage black & white pictorial of the Denver & Rio Grande Western and Rio Grande Southern narrow gauge lines. Included are Geese, cartoons, maps, Hollywood's use in the 40's and 50's, color covers and more. 48pp. softcover, **A1239** **$9.95**

THE OVERLAND ROUTE: UNION PACIFIC By Krause & Grenard, shows the giant steam power and long trains that were the trademark of this American carrier. See the steam powered City of St. Louis with gray No. 801 4-8-4 on the head end and double-headed freights in a spectacular climb up Sherman Hill. Thrill to the sight of massive 4-12-2 and 2-10-2 types with full tonnage loads, 2-8-8-0 and 4-6-6-4 Challenger types, first generation diesels from Electro-Motive, Fairbanks Morse and Alco, along with veranda turbines. **C60** **$12.95**

COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE By Krause & Grenard, is crammed with equipment photos for railfans and modelers alike. Here is historic photo coverage of Colorado's narrow gauge circle from 1935 to 1960. Ride again through such famous towns as Salida and Alamosa, Durango and Montrose, Farmington, Ouray, Silverton and the Monarch Pass. Discover what it was like to ride the San Juan and the famous Galloping Goose in all their glory. **C59** **$15.95**

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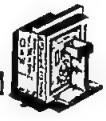
The capability of the Hi8 camcorder to work in minimal light was brought home impressively as we were at Pottsville in the rain at dusk as the 2102 was setting out a covered hopper. The photo in the magazine (top of page 66), thanks to a time exposure, appears much brighter than the scene did in real life — it was *dark* out! The video camera captured the same apparently bright image while retaining the murky atmosphere, and the sound was magnificent. I've often watched a railroad scene in that kind of light and thought to myself, "if I could only capture this on film."

Well, with the Hi8 camcorder I could and did capture it "on film." If you'd care to see the results, Mark I has put my Hi8 and that of fellow railfan John Briggs into the "Schuylkill Shifter" tape advertised in this issue. All of Friday's action was done by Briggs and myself on Hi8 equipment, while Marc was there on Saturday to back us up with his professional Betacam SP. You will have a hard time telling the Hi8 and Betacam work apart. You can achieve the same quality in our home railfan video with Hi8.

Oh yes, I almost forgot to mention that one of the best things about video is that you don't have to send it out and wait for it to be "developed." You can play it back through the viewfinder right in the field if you just can't wait, and it's ready to show in stereo sound and full color as soon as you get home. I almost called Del Vecchio at 1:30 in the morning to shout, "You gotta see what that switching at Pottsville looks and *sounds* like!" Better judgment prevailed, however, and his wife is still speaking to me.

Railroadiana

BY BRUCE KELLY



What's New?

North Bank Road — The Spokane, Portland & Seattle Railway by John T. Gaertner is a 240-page 6"×9" softcover history of "The Northwest's Own Railroad" from its organization in 1908 through its operation under parents GN and NP on up to the merger into Burlington Northern. Supported with good maps, the text goes into great detail about the early years of the SP&S and offshoots like the Oregon Trunk and Oregon Electric. For example, there's a description of the interchange between SP&S and NP via the connector track south of Spokane at Marshall and Scribner. There's very brief coverage of SP&S in its final decade as a separate entity, and its continuation under BN is handled in only two pages which include mention that "CTC is currently being installed on the NP line" between Pasco and Spokane to allow for eventual abandonment of the SP&S main between those cities. (The CTC installation and closure of the SP&S segment were in fact fairly complete by 1989.) Among the handful of black & white photos are scenes of Fs in Vancouver, an RS3 along the Columbia River and Alco Centuries and FAs crossing the famous bridges at O.T. Junction, Burr Canyon and Fort Wright. It sells for $24.95 plus $2.00 shipping (Wash. res. add 7.5% tax) from Washington State University Press, Cooper Publications Building, Pullman, WA 99164-5910.

The Santa Fe, Prescott & Phoenix Railway by John Sayre is a 228-page 8½"×11" hardcover looking at the pioneer years of this rugged Santa Fe branch, popularly known as the "Peavine," which dropped south from the main line at Ash Fork, Arizona, (line relocations have since moved the junction to near Williams) to travel through rugged desert canyons into Phoenix. While the more than 200 nicely reproduced black & white photos don't include much from the period following the SFP&P's absorption into the AT&SF (hence, virtually no late steam or diesels), there are great shots of the long-gone maze of twisting trestles in Limestone Canyon, 4-6-0s and 2-8-0s working through the jagged rocks at Granite Dells and Point of Rocks and countless views of grading and tracklaying as well as lineside structures. There are also many track diagrams of key stations as well as engine and equipment rosters and a listing of buildings at each main station (complete with known dimensions, materials, dates of construction, etc.). It sells for $39.95 plus $2.00 shipping from Pruett Publishing Company, 2928 Pearl Street, Boulder, CO 80301.

BRMNA has two new 36-page 8½"×11" album-format softcover black & white pictorials on Canadian rail subjects. *The Canadian — Canadian Pacific's Last Transcontinental Passenger Train* by Gary Ness and D.M. Bain looks at this famous passenger train

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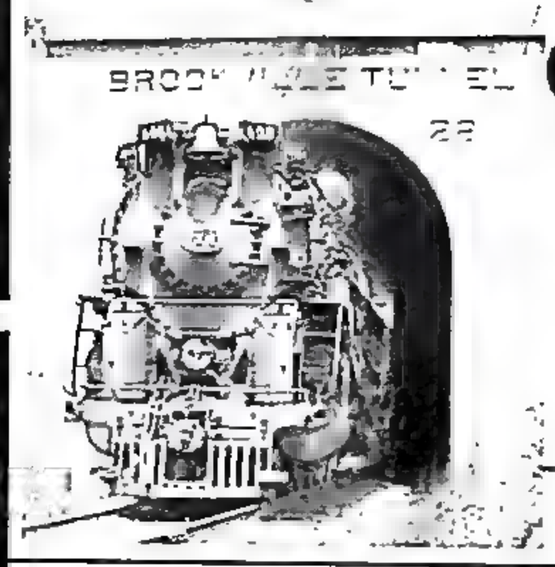

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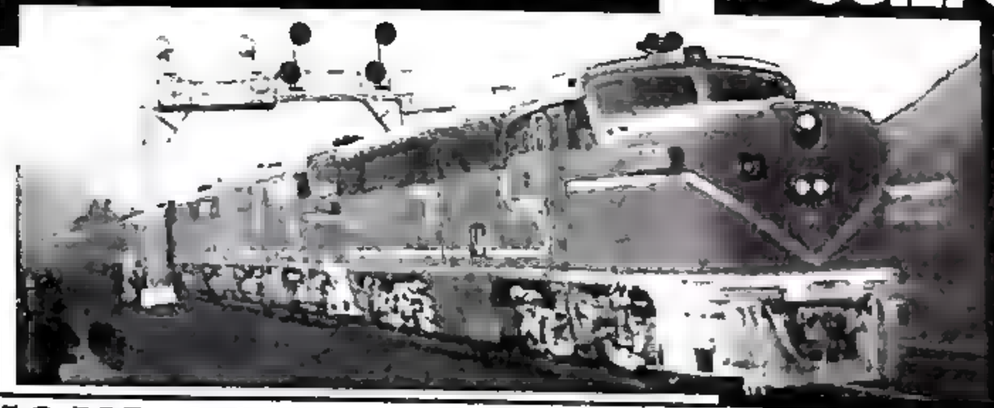

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from pre-red Fs and Geeps on up to VIA F40PH-2s. Each photo is vividly reproduced one to a page, with very elaborate captions describing much about the train, location and operations depicted. From the rocky ledges around Lake Superior to the summit of the Rockies, the *Canadian* is shown amid the scenery that made it legendary. *Canadian Pacific's Trans-Canada Limited — 1919-1930* by Garry Anderson looks at CP's earlier Vancouver-Montreal passenger train with the same one-photo-per-page and caption format, yet with additional pages devoted to car rosters and plans as well as promotional artwork. The *Trans-Canada Limited*'s heavyweight consists are shown behind 4-6-0s and 4-6-2s, with 2-10-2 helpers on Kicking Horse Pass. Again, the black & white reproduction is excellent. The CP books sell for $8.00 each postpaid from BRMNA, 5124-33 Street N.W., Calgary, Alberta, CANADA T2L 1V4.

Hardcover Smerk

George Smerk, who writes our monthly TRANSIT CURRENTS column, has also authored a number of books on the subject. His new release, *The Federal Role in Urban Mass Transportation*, is a highly in-depth study of the impact of governmental policies on the mass transit industry over the last few decades and where it may soon be leading. The scope of the coverage can perhaps be measured by the more than 60 pages of supplemental notes which follow the main text. You won't find a single photo in this 392-page 6¼″×9½″ hardcover, but you will find all the solid facts and financial figures that are necessary to fully understand what kind of fiscal shape mass transit is in and what it'll take to keep the trains, trolleys and buses running into the next century. It sells for $32.50 plus $3.00 shipping (Ind. res. add 5% tax) from Indiana University Press, 10th & Morten Streets, Bloomington, IN 47405.

Where to find steam

Probably the most valuable annual publication for railfans and vacationers interested in railroad excursions and museums is the *Steam Passenger Service Directory*, introduced by the Empire State Railway Museum in 1966. The 1991 edition offers the guide's usual wealth of information on tourist railroads, railway museums and several live steam miniature operations in the U.S. and Canada. In 1990 the publishers of *Locomotive & Railway Preservation* Magazine took over the production aspect of this book, and have continued its fine tradition of well-illustrated, accurate information.

A brief introduction on the growing preservation movement preceeds the usual one-page listings of steam, trolley and diesel-powered tourist railroads and museums, all arranged alphabetically by state and city. Each listing is illustrated by a black & white photograph and provides such information as the types of equipment on display or being run, the detailed schedule of operation, on-site and local services available for visitors and, of course, phone numbers and mailing addresses. There are terrific color pictures as well, from Mid-Continent's C&NW 4-6-0 and Ohio Central's ex-CN 4-6-0 on the front and rear covers respectively, to the eight pages dedicated to the "station shed" atmosphere of the Lake Superior Museum of Transportation, the breathtaking climb of the White Pass & Yukon and other subjects. There's even a listing of state and provincial chambers of commerce who may help you locate small tourist lines or museums not covered in the guide, plus eight pages of coupons offering discounts at some of the attractions. The 304-page 5½″×8½″ softcover sells for $8.95 plus $1.75 shipping (U.S. funds; $2.50 shipping in Canada and overseas; Vt. res. add 4% tax) from Steam Passenger Service Directory, P.O. Box 599, Richmond, VT 05477.

Book Reviews

The Milwaukee Road, by Federick W. Hyde, published by Hyrail Productions, P.O. Box 55, Denver, CO 80201; 192 9″×12″ horizontal format pages, hardcover. Checks or money orders accepted, $64.95 postpaid (Canadian orders add $2.50 shipping, Colo. res. add 3% sales tax).

Milwaukee Road fans have been waiting for this for a long time. It is a magnificent all-color photo book sporting 269 images from 77 photographers whose names range from familiar to obscure (including Easterners Laurel Zimmermann and Hoang Chi Cook). With its superb color reproduction, intelligent and informed text and hefty captions and extremely pleasing page *design*, and lay-

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out (not just the typical rubber stamp four photos per spread that seems to be so common today) this book sets a new standard against which all future color books will be judged.

When Blair Kooistra (a well-known Milwaukee aficionado, photographer and contributor) told me this book was "nothing less than a real screamer," I knew I was in for a real treat. Blair and I may disagree on pizza and store-bought white powdered sugar doughnuts as the perfect railfan meal, but railroad books with imaginative photography and crisp, clean layouts usually find us in unison. Jack Dorsey, a railfan and former-Milwaukee Roader who now works for Montana Rail Link said, "It's one of the best, if not *the* best, books on the Milwaukee. Just fantastic."

Fred Hyde provides a chapter by chapter description of each operating division (based on the 1959 alignment) followed by a gamut of photos which invariably include a sample of the branch line scenario side by side with main line action. From the urban sprawl of the "Chicago Terminal and Terre Haute Division" to the "Rainshadow to Rainforest" of the Coast Division," ten chapters and an Epilogue tell it all. However, the last few pages lack text other than captions, so perhaps it's the editor's excursion to publish more mountain photos on Snoqualmie Pass. But who's complaining?

Picture the best Milwaukee portfolio you've ever seen from Al Farrow's photo of an immaculate E-3 bipolar at the 1949 Chicago Railroad Fair through the diesel era until the final days of 1985. Hyde claims the text takes an employee and photographer

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See *THE HOOSIER HUDSONS* (see p. 46) in full color and sound!

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slant rather than a corporate one. Refreshing human anecdotes from Dee Brown's personal experiences are a delightful touch. It shows us the power of words *and* pictures and exactly how important this marriage is in terms of the overall product. Brown recalls a memo alerting Milwaukee crews at Janesville, Wisc., to lower antennas on the new GM products riding unprotected on the top level of the autoracks. In the days prior to the covered autorack, antennas on the electrified districts out West destroyed the car radios by the time they reached Seattle. And be ready for Brown's

Picture the best Milwaukee portfolio you've ever seen from Al Farrow's photo of an immaculate E-3 bipolar at the 1949 Chicago Railroad Fair through the diesel era until the final days of 1985. Hyde claims the text takes an employee and photographer slant rather than a corporate one. Refreshing human anecdotes from Dee Brown's personal experiences are a delightful touch. It shows us the power of words *and* pictures and exactly how important this marriage is in terms of the overall product. Brown recalls a memo alerting Milwaukee crews at Janesville, Wisc., to lower antennas on the new GM products riding unprotected on the top level of the autoracks. In the days prior to the covered autorack, antennas on the electrified districts out West destroyed the car radios by the time they reached Seattle. And be ready for Brown's Alco-versus-EMD comparison railroaders can relate to and railfans admire.

When it comes to motive power, all of the post-steam manufacturers and makes are represented here: Alco, Baldwin, EMD, Fairbanks-Morse and General Electric. Ore trains, commuter trains and meets provide additional action. Witness some of the best intercity Milwaukee passenger shots over the system. Night shots, snow shots, Little Joes and boxcabs fill out the book. Snow plows and wedge plows stuck in walls of white, and weird pontoon bridges prove how unique Milwaukee Road was. And in spite of the editors' and publishers' Western bent, the Midwestern and even Eastern segments of the system get ample and sensitive coverage. You'll find RSD5s and SW1s on prairie branches as well as Joes' and boxcabs, although the electrified territory gets a justifiably greater share of imagery simply out of deference to the fact that the Rocky Mountains and Cascades are inherently more spectacular than Iowa cornfields.

Railfans will recognize the producers of this book as also being publishers of *CTC Board*, a slick Western rail news and feature magazine that has recently expanded its coverage to nationwide. Over the years the *Board* set standards for fresh layout approaches, introduced new photographers and explored railroading all over the West. The best of these talents are exemplified in the Milwaukee book, including Mark Hemphill's numerous and excellent maps.

While Fred Hyde wrote the book's text, the ongoing photo captions are strictly Mark Hemphill's style. Easy to read captions are complete, not just "train whatever" rolling past the grain elevator. There's a descriptive and informative text throughout in the form

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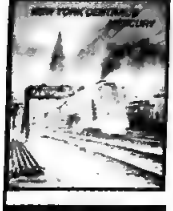

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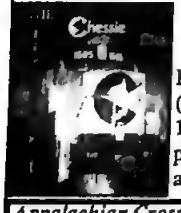

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of the captions. Ted Schnepf's shot of two RSD5s negotiating the shaky rail on the Viroqua Branch is presented as one of Milwaukee's "Many Wonders." "You'd wonder how the train stayed on its feeble track."

Hyrail demonstrates America *can* produce all-color railroading books without having to send the whole printing project to the Orient. Cal Central Press, a printing operation in Sacramento, California, did all of the book work. With intense editing and a slavish dedication to quality Kodachromes, you can't say enough about the sharp reproduction quality. Hyrail's book seems to be a continuation of *CTC Board's* tenacious creativity, and you certainly couldn't find a more deserving subject — KYLE BREHM.

"American Narrow Gauge Railroads," by George W. Hilton, published by Stanford University Press, Stanford, University, Stanford, CA 94305-2235. 582 8½"×11" pages, hardcover, $60.00 (Cal. res. add appropriate sales tax).

Every so often, a book is published that deserves to be called a landmark. Michael Koch's now-out-of-print work *The Shay Locomotive* and John White's two-volume set *The American Railroad Passenger Car* are books of the 1970s and 1980s, respectively, that fit that lofty description. George W. Hilton's "American Narrow Gauge Railroads" is probably the first of such caliber for the '90s.

This oversize, 582-page book is many things. It is Hilton's major contribution to railroad history. It is economic history. It is technological history. It is local history. Although the text may be somewhat dry, it is entirely readable as a story with considerable conflict and resolution — a narrow gauge soap opera, if you will.

It also is a marvelous reference on the narrow gauge. An entirely proper subtitle might be "The Encyclopedia of American Narrow Gauge." Moreover, the book carries out the difficult task of performing all of these chores in one volume with the style and grace you would expect from a leading historian and a major university publisher. Hilton, a professor of economics at the University of California at Los Angeles, spent some 30 years working on his narrow gauge treatise. In addition to his histories of the Monon and Maryland & Pennsylvania, he has published books on electric interurban railways in America and cable cars.

Hilton's scholarly research provides us with a meticulous work on the narrow gauge, how it came about, why its proponents pushed the concept and how their theories actually faired in the real world. He takes us back to the 1800s when Britian's Robert Farlie built a double-boilered engine supposedly suited to the narrow gauge in that it needed no turning facilities. Then he follows up with the sole example that made it to the Rio Grande — and just what the Grande thought of the beast, in amazing detail.

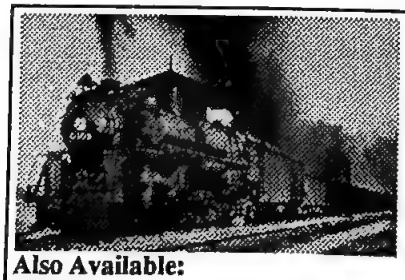
The work goes in depth into the theories supporting narrow gauge as preferable to standard gauge. The primary argument was that smaller trains would require a smaller capital investment and thus save construction costs. During operation, savings would continue to be passed on in lower tare weight. Hilton goes further than the simple narrow gauge arguments. He looks at the physical plant and how cheap grading and bridge work affected narrow gauge viability; how locomotives and cars failed to provide savings, and in fact, may have cost more to operate. Such arguments are backed up with data actually generated by long-ago narrow gauge operators or proponents. That such information exists today and has been brought to light is significant.

While the book focuses on material that supports or contradicts narrow gauge theory, don't let that scare you. The economic history is well woven with the hard, operating history that most rail enthusiasts enjoy.

Extensive documentation regarding building, mileage and conversion to standard gauge are included. There are separate chapters on the problems of transferring goods and people between standard and narrow guage equipment. The first part of the book concludes with a chapter on the decline of the narrow gauge.

Two important points need to be made here about the value of this book to those interested in railroad history, regardless of their level of interest.

The hallowed Rio Grande, the natty Maine two-footers, the revered East Broad Top, the charming ET&WNC and all the other cast of narrow gauge are presented for one time together in contrast and comparison. This yields some interesting revelations as Hilton traces the development of narrow gauge locomotives, for example. The ET&WNC's nar-



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row gauge 0-8-0, the only one ever built to three foot gauge, stands out amongst the ubiquitous EBT and Rio Grande Mikes. The ET engine receives the attention it deserves as a one-of-a-kind example of a narrow gauge version of a rather common standard gauge yard switcher. Of all the prose written on the Tweetsie, the unique aspect of the switcher as it relates to the entire picture of narrow gauge power is never more clear.

In the chapter on rolling stock, the experiences of various narrow gauge railroads with standard gauge equipment on narrow gauge trucks is compared. The effect is a comprehensive look at this important aspect of narrow gauge operations. A field observation of a standard gauge boxcar's wild behavior on the EBT and that of a stock car on another road that led to a derailment give a new perspective to what it must have been like to operate these little trains.

The other significant point is the liberal use of brief explanation paragraphs for railroad jargon. Readers unfamiliar with terms like frog, demurrage and hotbox won't become lost in this book, and because the italic definitions are set in the margin of the text, seasoned readers won't loose their train of thought. The volume could set the standard for quick, easy to understand definitions that assist readers. This will become more important as we move further into an era in which the general public has little or no contact with railroading.

Equally wonderful is the second part of the book: A detailed history of each of the 356 known narrow gauge common carriers in the nation. Presented by state, the book treats each line the same with general information about plans, construction, operation and fate. The ardent Rio Grande, EBT or Tweetsie fan who buys this book expecting to find his road dominating the coverage can hold onto his three foot gauge bar. This isn't another hymn of praise for the well-loved and well-known narrow gauge: They each get their due on a proportional basis, giving the obscure lines like the Lawndale and the Eagles Mere better footing.

Photography is all black and white, including the cover which is Colorado narrow gauge. Fine halftones and judicious choice of photos to illustrate the text present a deft editing job. In addition to showing people on the narrow gauge, who give proportion and scale to the size of the equipment, there are wonderful photos of transfer operations and instances in which narrow gauge cars rode on standard cars. The rare gem among the pho-

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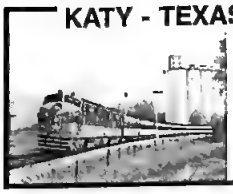

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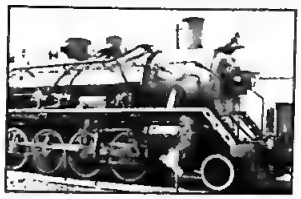

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tos is an early photo of a Cincinnati area narrow gauge operation in the process of converting to standard gauge. Traveling on a narrow gauge track is a train while an outside rail is in the process of being spiked down.

Disappointments are few in this volume. While steam propulsion ruled narrow gauge, I was still a little disappointed that diesel power rated only three paragraphs and no picture in a highly analytical 46-page chapter on locomotives. A few factual strayings in the individual company histories may have cropped up: the Marietta & North Georgia's Murphy (N.C.) Branch died under Seaboard System's flag in 1986, not L&N's in 1982. But they pale in insignificance with the amount of factual information presented.

For those whose blood runs hot with narrow gauge fever, this volume is a treasure, a dream come true. For those who aren't rabid about slim gauge, and I count myself among them, the book is an enlightening look at a unique part of our country's rich railroading heritage. And unlike the narrow gauge, this book succeeds — JIM WRINN.

Videos

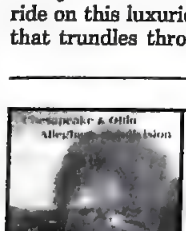
BY MIKE DEL VECCHIO

New Arrivals

Well known for its annual publication of the "Canadian Trackside Guide" book, the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ont., K1N 8V1, has produced **"Ottawa Valley Steam,"** a documentary on the life and times of CPR G5 4-6-2 1201. Lovingly restored to operation in its original CPR livery, in June 1944 the 1201 was the last locomotive built by the CPR's Angus shops in Montreal. The coverage here is mostly contemporary, shot during the 1989 Bytown Society fall excursion from Ottawa to Pembroke and return. The footage was shot and edited on professional equipment by CJOH television crews, and the script was prepared by a Society member and former railroader. With a slightly artsy bent in style, the footage includes lineside views, some well-done pacing plus on-train and cab footage with live sound. The weather was sunny, and the fall foliage was at its peak. The early history of 1201 is presented in still photos and vintage movies, and I was quite impressed with the scenes of workmen punching a G5-shaped hole in the masonry wall behind the Museum of Science & Technology in Ottawa so the engine could be removed for restoration. All-in-all, this is a very well done tape at a reasonable price (VHS only). 48 minutes, $29.95 plus $2.50 shipping (In Canada add 7% GST and Ont. res. add 8%).

Western railroads are the subjects of two new tapes from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. **"Napa Valley Wine Train"** takes the viewer for a ride on this luxurious first-class dinner train that trundles through the scenic wine vineyards of California's Napa Valley north of San Francisco. The wine and champaigne-painted Alco/MLW FPA4s and restored former-NP passenger train are becoming legendary for their clean and classy appearance — and the food is good, too. Pentrex crews followed and rode several trips of the Wine Train and visited the shops, resulting in a complete documentary of contemporary operations. The weather is clear and bright, and the show features many lineside views and creative angles of the train and vineyards, plus scenes inside the train and the galleys along with cab and end platform footage. The train is not fast, but the editing keeps the show moving. The narration is clear and informative, and maps orient the viewer. All in all, a fine show at an attractive price. 30 minutes, $19.95 plus $3.00 shipping (Cal. res. add 6.5% sales tax).

A second program from Pentrex is **"Cumbres & Toltec Scenic Railroad,"** which follows an authentically recreated Rio Grande narrow gauge freight train on its two-day round trip between Chama and Antonito. Normally, this line only hauls passengers, but in recent years Jim Trowbridge has sponsored a chartered freight train (with all equipment painted "Rio Grande") purely for photography and narrow-gauge appreciation — with many, many photo runbys. Pentrex crews rode the September 1-2, 1990, trip. The weather was almost always clear and bright, and the images are just about timeless. The footage is mainly runbys, and the videographer did a fine job of keeping the images varied with clean and creative compositions.



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K36-class 2-8-2 488 handled the special, putting on quite a show on the 4% grade eastbound and the steady 1.42% westbound grade on the return trip. And just about every "classic" shot is here: Jukes' tree, Cresco Tank, Tanglefoot Curve, Mud Tunnel, Lobato Trestle and many more. Certainly one of the most spectacular rail lines in the world with its gorge top and cliffside running, with the unceasing curves it's easy to believe the old yarn that the surveyor "turned his mule loose and followed it to Chama." Maps orient the viewer, and the narration is very well done. With the possibility of the 1990 trip being the last "Trowbridge freight," I regret never having ridden one. This tape may be as close as I'll get, and it's a super tape for the price. 60 minutes, $29.95 plus $3.00 shipping (Cal. res. add 6.5% sales tax).

"Conrail Fast Freights, Juniata Rails" is one of three new tapes from Railroad Video Productions, 281 Willow Dell Lane, Leola, PA 17540. Part of the RVP's Conrail Fast Freights series, "Juniata Rails" looks at action on Conrail from Lewistown west to Altoona on the former-Pennsy Middle Division. This program was shot and edited more for the hardcore viewer in that the camera is set up at a scenic location and the entire train is shown with a minimum of narration. The weather starts off hazy, clearing up to bright blue skies later on. Many classic Middle Division views are here: Spruce Creek Tunnel, Tyrone, Tipton, Mattawanna and more. The show is well done, and the video quality is professional. It is an excellent companion to RVP's "Conrail Fast Freights, Middle Division" (September '90 VIDEOS) covering Harrisburg west to Lewistown. 60 minutes, $33.45 postpaid (Pa. res. add 6% sales tax).

Vintage Pennsylvania Railroad steam and diesel action can be found on **"PRR Power, Volume III"** a second release from Railroad Video Productions. This show is a collection of vintage railfan-type movie footage, both 8mm and 16mm, color and black & white, and PRR file footage shot between 1930 and 1968. Comprised of mostly runbys from many angles and shooting styles, the overall collection is awesome. Of course, the usual collection of E-units, F-units, Alco FAs and PAs and ordinary Baldwin "Sharks" are included, but the rare Baldwin Centipedes doubled-up and pushing on Horseshoe Curve, then passing other Centipedes, impressed even this Lackawanna fan. Also shown is the *Aerotrain* and a quick color runby of streamlined K4 4-6-2 3768, steam meeting steam on the "Port Road," plus other K4s. Then comes

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The third release from Railroad Video Productions is the Hollywood movie "Paradise Express." Filmed in black & white on the SP (Napa Valley branch?) in 1936, it depicts the Moon Valley Shortline in its struggle to compete with a trucking company for produce business. It stars Southern Pacific 4-6-2 2418 as Moon Valley 41, Grant Withers and Dorothy Appleby. There isn't much hardcore railroad footage, but the classic Hollywood plot, railroad atmosphere and light romance makes it fun to watch, and there is some dramatic footage of 2418 racing those dastardly trucks out of the valley. The transfer to video is very good. 60 minutes, $19.95 postpaid (Pa. res. add 6% sales tax).

Feature Reviews

"Liberty Bell Route," produced by Railtape Productions, P.O. Box 987-0082, Valley Forge, PA 19481. VHS only, check or money order accepted. 55 minutes, $39.95 plus $3.00 shipping (Pa. res. add 6% sales tax).

This program is one of those vintage film collections that makes owning a VCR worthwhile. The Liberty Bell Route was a knickname for the Lehigh Valley Transit interurban line that ran from Allentown south to Norristown, Pa., (north of Philadelphia), where passengers had a direct platform connection via the P&W Bullet cars into 69th Street Terminal. The Liberty Bell line wandered over hill and dale and through small towns in classic interurban style using overhead wire and trolley poles. Operations ceased in 1951, hence very little photography exists of the line. The footage here is primarily a combination of black & white and color 8mm films from the camera of noted photographer and LVT motorman Charles Houser, Sr.

The tape is arranged in geographic order starting at Allentown, and practically every mile of LVT is shown along with nearly every type of equipment including yellow (cream) and red Liberty Bell trolleys, the red and cream LVT cars, the wooden orange "railbond" signal circuit test car, the three car "freight set" and various work equipment. The silent films are presented with pleasing "easy listening" background music, and Houser's intimate knowledge of the line resulted in an extremely informative narration. Maps are shown to orient the viewer. The old films transferred to video nicely, and while not all of the scenes are rock-steady, Houser was ahead of his time in composition and framing, keeping the trolleys in context with the surroundings. Houser also captured quite a bit of the human element in his footage.

Dispersed throughout the show are contemporary views of the old LVT right-of-way, plus there is footage of Liberty Bell car 1030 operating at the Seashore Trolley Museum at Kennebunkport, Maine. And a scene near the end of a procession of tattered LVT equipment going under their own power to Bethlehem Steel for scrapping, with parts falling off along the way, is sure to evoke emotion in the LVT faithful.

The Lehigh Valley Transit was one of those lines that seemed to evade photographers, and after watching this tape, I got a real feel for what the Liberty Bell Route and its operations were like. This is Railtape Production's first national effort, and it is certain to be the finest LVT documentary ever produced — M.D.

"This Is Clinchfield: CSX Hotshots — Elkhorn City to Erwin," produced by American Altavista, 1520 Martin St. Suite 202, Winston-Salem, NC 27103; 800/767-6067. 84 minutes, $39.95 plus $3.00 shipping (N.C. residents add $2 sales tax).

It's hard to do a video about a railroad that hasn't technically "existed" for seven years, video photographer Bob Loehne admits at the beginning of the first video of a series of eight — that's right, eight — tapes on the Clinchfield Railroad.

The tracks, the route, the bridges, the scenery, some of the equipment and many of the people remain that were parts of the proud and profitable 277-mile-long Clinchfield, Loehne reminds us. The question is, does some of the local flavor remain in gray and

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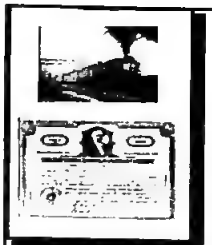
yellow land now awash in blue, gray and yellow? This tape, which focuses solely on activity on the northern end of the old Clinchfield, might be the makings of a good case that the "C" in CSX actually stands for Clinchfield and not Chessie.

The Clinchfield was a bridge route between the C&O in Kentucky and Seaboard and Southern connections in South Carolina, with a classic Appalachian coal road along the way. It charmed the pants off most fans with its big time ways — SD45-2s, superior engineering with a short stretch of 1.8% as its maximum grade and the like — and down-home atmosphere with houses and churches snuggling right up to the track, friendly crews and employees plus that gorgeous mountain scenery.

Tonnage and territory mandate a continued emphasis on the heavy duty railroading seven years after the mergers of Seaboard System and the later CSX turned the page. The Clinchfield "feeling" may not be part of CSX corporate policy, but it lives on — and this video captures a lot of that atmosphere.

It all begins in the opening shots as we hear radio announcer George Lee give the early morning weather forecast for the Dante, Virginia, area. The day is awakening as we see the endless stream of southbound hoppers rolling through Dante, the sunlight starting to gleam on the engine terminal and the first stirrings in the yard office. It's an appropriate start to set the tone for the video, since Dante is pretty much the heart of the northern Clinchfield.

From here, it's a variety-filled look at the line. We join the Watauga Valley Chapter NRHS' 75th Anniversary celebration in February 1990 of the completion of the Clinchfield at Trammel, Va.; ride with a local "Yellow Dog" freight toward Erwin; follow a work train toting the Erwin derrick; check out the yard and C&O connection at Elkhorn City; ride through the numerous north end tunnels; experience the hustle of Dante while houses and the Union Baptist Church are just a few feet away; do the intricate dance with the N&W at St. Paul; listen as the cricket-chirping quietness of Frisco is interrupted by a symphony of railroading and take a peek at all-business Kingsport. A quick look at the 1990 Santa Claus Special and some NS run-throughs on trackage rights around Frisco are included, too. There's even a couple of breaks from the action for a quick shot of Clinchfield trivia. (What railroad serves the community called Clinchfield? The answer may surprise you.)



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Graphics in the form of labels and milemarkers and an accompanying milepost sheet help the viewer understand the where of the Clinchfield equation, even though there is some jumping around in the first quarter of the video that may be confusing to some unfamiliar with CRR geography.

Probably the best photographed section of the video is the part on Copper Creek Viaduct, the famous landmark at Speers Ferry, Va., where the CRR takes to a high bridge and the SR takes to a low trestle to cross the same river. The traditional view of this bridge is a broadside, but some hard work pays off with some interesting new angles. This ranges from working the end of the bridge piers to a wonderful shot from high above the north end of the viaduct where trains seem to pop out from beneath the photographer and cross the viaduct with a beautiful panoramic view below.

Photography in the video is a pleasing mix of lineside and in-cab views. In a number of instances, shots from the ground and off the power compliment each other, adding to the understanding of the scene. Loehne wasn't shy about night photography in his last video on Saluda Mountain, and he seems to have improved his technique this time while limiting its use. There also is a sequence of pacing in which an SD40 is transformed with some video magic into some strange otherworld colors for some reason. Overall, the photography is excellent, including a spectacular Ansel Adams-like moonrise over a coal train on Copper Creek Viaduct, a silhouette of a train crossing the Holston River and a look across a Kingsport diner toward the train. There are plenty of standard runbys, and a couple of frames — like the one focusing on a fence post that remains there a few seconds before it's apparent where and how the train will appear — are réal works of art.

In succeeding tapes on the Clinchfield, American Altavista promises to look at the south end of the railroad; condense an eleven-hour through freight into two hours, follow the life blood of the railroad — the coal — on its journey from mine to power plant, tag along with time freight across the railroad, examine the history of the Clinchfield, feature photographer David DeVault's movies of the Clinchfield and feature three CRR favorites in one: the F-units, 4-6-0 No.1 and the Santa Claus Special.

Tape No.1 is good. The challenge now is to do tapes 2 through 8 with the same grace and style. It's a task not unlike the old Clinchfield's mission itself — JIM WRINN.

"Montana Rail Link", produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. VHS or BETA, VISA or MasterCard accepted. 70 minutes, $39.95 plus $3.00 shipping per order (Calif. res. add 6.75% sales tax).

If you can't visit the Montana Rail Link this year, don't panic, Pentrex delivers 70 action-filled minutes of Big Sky railroading to your door. Plan on visiting everything from the computer-aided dispatcher's office in Missoula to Bozeman and Mullan Passes and Evaro Hill.

Montana Rail Link is a 600-plus mile regional railroad running trains for BN over the former-Northern Pacific's southern Montana route from Huntley, Montana, to Sandpoint, Idaho. MRL also operates its own trains daily. Not surprising to regular Pentrex viewers, their videographer goes the extra miles to show you the MRL system from end to end. The best way to describe this program would be to call it a video edition of the two-part MRL feature article which appeared in the March and April 1990 issues of R&R.

If you've tried to shoot MRL, you know how hard it is to get good MRL power in preferred morning or afternoon light. Remember, only MRL's daily trains and helper sets run with MRL blue. Most traffic is BN runthroughs, so a day of big green Dash-2s is not all that uncommon. Pentrex spent enough time on MRL to present a true variety of motive power, however, including LMXs and Oakways. And there's plenty of MRL blue.

Pentrex tells you what train you're watching and where it is. Specific train symbols will make using this tape as a railfan reference very important. Most identities are accurate, except one narration error was found when BN Train 195 working westbound at Tobin is described as being from Minot, N.D. Actually, it is of Texas/Colorado origin and operates to the west coast. This snafu was published in two *other* railroad magazines.

Pentrex quickly took advantage of the late afternoon sunshine which gleams off trains moving in the Yellowstone River Valley around Billings. This is an area which has been avoided by photographers who prefer mountain railroading compared to the rimrock and industrial settings found in the Billings/Laurel area. Plenty of unexplored se-

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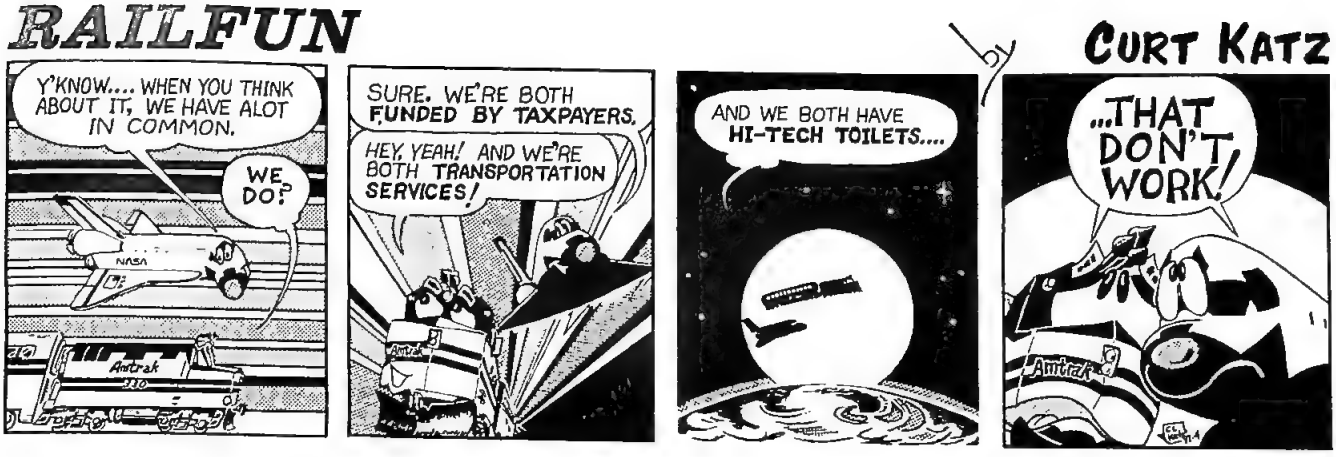
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crets exist along the Yellowstone River despite the more arid climate. The farther west Pentrex went, the better their photography.

Elton Bluffs, known locally, is a scene identified as "the East End" between Big Timer and Livingston where the rails are laid along the Yellowstone River at rock-throwing distance. An MRL train symbol LM is seen rolling around the cliffs with the Crazy Mountains in the background. Come winter those mountains are a sight to see. Direct low afternoon light and a combination of camera angles means the usual Pentrex quality here. You'll notice a few cars rolling on the Interstate above. Don't worry, they're just as hard to crop out of still photos as they are from videotape. When well-known NP photographer Warren McGee shot the *Mainstreeter* going eastbound from those bluffs, the highway was only two lanes and farther off the riverbed. Today both the rail line and Interstate have been relocated, giving photographers a run for their creativity.

Taking on that challenge and the MRL assignment for Pentrex was Dan Hadley, a freelance videographer who turned in his news photography credentials to pursue railroad video production full time. Dan's editing is basically strong here, although I didn't agree with a few selections. I suppose you could say he spent too much time at the tunnels.

It seemed at times that the videographer tried to turn a few MRL diesels into imaginary NP steam power. How does one turn an SD40-2 into a 4-8-4? Stake out both Mullan and Bozeman Pass Tunnels to show how these portals belch pitch black smoke for several minutes after trains pass through while working the stiff grades inside. The only setback is that after seeing a few smoky scenes the real grabber appears towards the end at Mullan Pass with less impact since I've seen this sequence before.

Picture a westbound BN coal drag with two sets of mid-train helpers working a 2.2% grade belching its way out of Mullan Tunnel. As the second set of helpers emerge from the soot-filled bore the crewmen open the door to air out the cab. Visually these are simply excellent scenes but slightly overkilled. Although, granted, this may be hog heaven to readers in flatland America.

There's no doubt that Pentrex is the master of Mullan Pass. Not only does the camera cover the hill from every possible angle, it also takes you for a little cab ride on BN 195. You get the "hog head's" view of some tight clearances in the mountain cuts between Austin on the lower loop and Mullan Tunnel. And don't hang your elbow off the armrest too far.

For loop fans, one camera angle shows a westbound battling the grade in the foreground while the rest of the train can be seen going what looks like the opposite direction on the lower leg of the loop. It isn't Tehachapi, but one can appreciate the scenario.

Pentrex shows us more of the MRL than I've seen in any other videotape. Combined with the typical smooth narration, natural sound and fine camera work, this is an excellent program. We might see fewer visitors in Montana this year since they won't have to drive hundreds of miles to witness helpers battle the spectacular mountains and those Dash-2s that remind us of steam power — KYLE BREHM.

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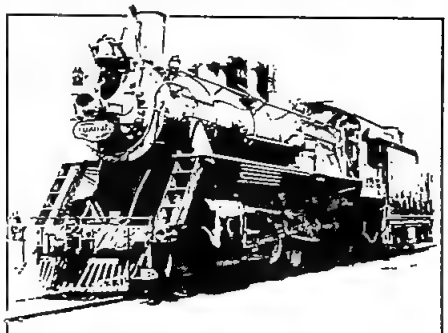

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Transit Currents

Chicago's Southwest

November 28, 1990, was a landmark day on the construction of Chicago's southwest transit project. This new rapid transit line reaches from the Chicago Loop to Midway Airport, running in a generally southwesterly direction parallel to Archer Avenue. On the date in question, the last piece of structural steel was set into place. The basic framework of the new 'L route is complete from end to end. There is now an unbroken nine-mile string of steel, concrete and earthworks that connect the airport with the downtown part of Chicago.

Trains won't begin running right away. There is still an enormous amount of work that has to be carried out including track work, train control systems, communication systems, propulsion power, fare collection and graphics. There is also the station finishing work to be done, including installation of escalators and elevators, station interiors, park-and-ride lots, and transfer facilities to enable passengers to move easily and quickly from bus to rail. Maintenance facilities also need to be completed for the project, which includes 40 miles of rail, 60,000 crossties and many dozens of switches. Regular revenue passenger service on the line is scheduled to begin in October 1991. Before opening for service there will be an extensive period of testing the line and the equipment that will be operated upon it. There will probably be ample opportunity to see non-revenue operation on the Southeast 'L during the summer of 1991. When the line opens, both of Chicago's major airports will be served by rapid transit service affording quick and inexpensive service to downtown Chicago. For more information on this project, contact Southwest Transit Project, 4829 S. Kedzie Avenue, Chicago, IL 60632.

L.A. Subway

The new short segment of subway in Los Angeles that brings the Blue Line light rapid transit service into downtown carried its first passengers on Friday, February 15, 1991. At the opening ceremonies on the night of February 14, Los Angeles Mayor Tom Bradley announced proudly that it was a "major milestone that brings Los Angeles into the ranks of other great metropolitan cities in the world which have subway systems."

The Blue Line light rail line opened in July 1990 linking Long Beach with downtown Los Angeles over a 22-mile route. The new underground segment is six blocks long, and it runs under a part of downtown Los Angeles to a station at 7th and Flower streets at the heart of the financial district. The 7th and Flower streets station will be shared with the heavy rapid transit Red Line, which is still under construction and is expected to open in about two years. It is proposed that the Blue Line trains will continue north from the station eventually to Pasadena and perhaps some other parts of the Los Angeles area. Thanks to Len Henriksson and John A. Lee for the news.

Baltimore and Washington

Progress on tunneling the Baltimore Metro subway extension from Charles Center to Johns Hopkins Hospital was stuck in park in early February 1991. The tunneling work was interrupted while contractors installed ventilation equipment needed to clear away the dangerous fumes from gasoline-contaminated earth. The new subway is schedules to start hauling revenue passengers in the summer of 1994 but may be delayed by several unexpected events. A water main break on November 15, 1990, produced a 15-foot-deep sinkhole around the subway construction on Orleans Street. The gasoline fume problems halted work again on December 18, 1990. The fuel causing the dangerous vapors probably came from a leaky tank at a service station that had been located on the corner of Broadway and Orleans Street. The fumes were approaching toxic levels for the workers when tunneling stopped.

The scheduled May 4 opening of three new Green Line stations on the Washington Metro has been changed. The annual school parade in the Shaw area is in conflict with the scheduled opening. The final decision was to postpone the opening of the first three Green Line stations until May 11 to avoid conflict with the celebration.

More serious are structural problems that showed up on the Washington Metro in early February 1991; these will require immediate repairs at a number of stations. The stations involved are National Airport, Archives-Navy Memorial, Rhode Island Avenue and New Carrollton. Close to $5 million will be spent to correct the failings. Among the problems are bothersome interruptions in Yellow Line service to the Archives station because of rainwater that floods the station under 7th Street and Constitution Avenue when the storms are difficult.

The Rhode Island Avenue station has problems with cracks in the structures that support the bridge which carries the station and the trains over the street.

On a more positive side, the Metro subway folks are considering opening up child-care

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Transit to Midway Airport

centers in as many as eight Metro stations or in other Metro facilities. Metro has an experimental child-care plan in which it will consider one proposal from each of its eight member jurisdictions. The centers would be operated by local governments or by contract with private companies on land at or near the rapid transit stations. Because Washington has the nation's highest percentage of working mothers, the service should be attractive and convenient, cutting down the number of stops necessary in going to and from work — and making transit use an attractive alternative. Thanks to Marion J. Zych and Walter Cherivtch for the news.

Ridership Losses

Around the United States there has been a loss in transit ridership as the economy turned sluggish in the last half of 1990 and the first quarter of 1991. Particularly hard hit was New York City. Subway ridership dropped 3.4% between the first of January 1990 and February 1, 1991. That meant that ridership was back to approximately 1985 levels, at which time about 3,330,000 rode each weekday on the subway and about 1,280,000 on the buses. Fewer people are working and shopping, and fewer people are using transit. Thanks to John C. Spychalski for the news.

On Time in Boston

There is nothing more annoying than waiting overlong for a bus, streetcar or train. The impending ire of the unrequited transit patron is mollified if the rider is informed of when the bus, train or car is going to come along and why it is delayed. The Massachusetts Bay Transportation Authority has taken a major step to improve this situation on its rapid transit and light rail lines. Using a system of sensors located at 29 places along the MBTA's Red, Blue, Orange and Green rail lines, the monitors will relay information on train movement to a central control point where a computer will compare the scheduled train times with the actual rail traffic. Updated every twelve seconds, the main control computer at the MBTA Central Control will report back any rail movement that is two minutes over the normally schedules headway. Announcers can then use the public address system to tell them where the next train is and when it is going to arrive at their station.

The new monitoring system will also provide information of value to dispatchers and emergency response personnel about problems with the service, where trains are located and where trains are needed. The system was developed by the MBTA's Information System Services Division working closely with Professor Nigel Wilson of MIT. For more information, contact MBTA's Jim Ball at 617/722-3302.

BART's Maintenance Strategy

The Bay Area Rapid Transit District has 590 cars in its fleet. Until recently, the BART repair practices were based on a maintenance system modeled after that used by the airlines. That means that cars were repaired and maintained where they were located when their workday ended; there was no regular base.

The times, they are a-changing, and BART is now being managed by executives who grew up with more traditional Midwestern and Eastern rail systems, and they are now using the captive fleet idea. The plan is that the cars will be assigned to various maintenance bases, and the mechanics and people at those bases will be responsible for a given fleet of cars. By this means, Fred Stephens, the BART manager of rolling stock maintenance, hopes to build a sense of pride in each repair shop and a strong sense of responsibility for their charges.

As of early 1991, BART cars were in service an average of 748 hours before requiring repairs. The aim is to get maintenance up to an average of 1000 hours of service before repairs are needed.

Of the 440 cars of the original BART fleet, all are now ready for being stripped down to the basic carbody and rebuilt extensively in order to provide another 15 years of service. It is hard to believe that BART isn't brand new anymore and that it has been serving the public for almost 20 years. Thanks to Tom McGarry for the information.

Long Island Upgrade

The Long Island Rail Road spent a great deal of money on capital improvements during the decade of the 1980s. It now plans to build upon those improvements in order to hold on to its present passengers as well as to attract more riders. In the time span between 1992 and 1996, the biggest expenditure will be for 128 new passenger coaches, 14 dual-mode locomotives and 27 diesel locomotives.

Another major expenditure will be $19.6 million to be invested at Penn Station in order to lengthen the platform capacity to twelve cars from the present eight. Another $50.8 million will be spent for station improvements including escalator replacement and renovation of 15 stations suffering from deteriorating conditions. Another $76 million will be spent to rebuild the Atlantic Viaduct in Brooklyn. This 1.5-mile elevated section of railway was originally built in 1908 and has been used continuously ever since without major rehabilitation.

Chattanooga Trolley

John Bohan sent some interesting material about the possibility of a trolley line in Chattanooga, Tennessee. With tourism and other things in mind, a study prepared for the Chattanooga Area Regional Transportation

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October 19-November 3

A repeat of last year's tour of rural France. Starts and ends in Geneva. Four night stays in Rennes, Toulouse and Nice. Includes tour of Normandy beach areas, Carcassone, Mt.St.Michel, TGV trains and remote narrow gauge lines.

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November 2-16

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Authority notes that a vintage-type, fixed-rail trolley could be built within two years. The rail line proposed would stretch from the Chattanooga Choo-Choo to the new Tennessee Aquarium. Along the way it would stop at some new parking garages. Stone & Webster, the engineering company that conducted the study, said in its report that the real, honest-to-goodness trolleys would attract more people than the rubber-tired "trolley" buses that have become common in American cities in recent years. The aim of the project would be to draw shoppers and tourists to downtown. Furthermore, the association of the trolleys with parking garages would help relieve the downtown parking crunch in Chattanooga.

Stone & Webster's recommendation is that rails be put in the street starting with Market Street north from the Choo-Choo to 11th Street, and then on 11th Street east to Broad Street, and on Broad Street north from 11th Street to 2nd Street. An objective is to have the line in operation by May 1992 when the Tennessee Aquarium opens.

By mid-December 1990, the Chattanooga City Council had voted to allow the Chattanooga Area Regional Transportation Authority to apply for federal funding for the trolley.

As a surprise, a contribution of $250,000 has been pledged to build the line. This is part of the $3 million of private contributions needed to underwrite the restoration of trolleys to Chattanooga. With corporate and private sponsorship, eight cars will be acquired and will be rebuilt and otherwise refurbished. Cars from Melbourne, Australia, will probably be among the vintage cars for use in Chattanooga. Thanks to John Bohan and Benjamin Heath for the info.

New York's Kiley Resigns

Robert R. Kiley, who had been chairman of the Metropolitan Transportation Authority in New York since 1983, unexpectedly quit and took a position as president of an electrical engineering firm. His successor has the task of securing $12 billion in federal, state and local funds to improve and expand the subways and commuter rail systems. The MTA oversees the New York City Transit Authority, Metro-North Commuter Railroad, the Long Island Rail Road and the Triborough Bridge & Tunnel Authority. Six million people a day use the system.

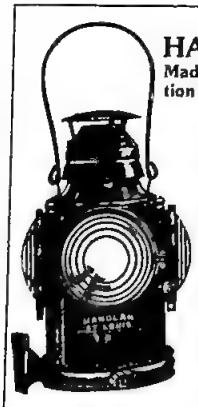
During his administration, Kiley oversaw implementation of two five-year plans that had as their goals the overhaul of the huge agency. The first plan, from 1982 to 1986, had a $7.7- billion price tag and was primarily aimed at replacing subway cars, buses and commuter railcars. That was followed by another plan, running from 1987 to 1991 and costing $8.1 billion, that was aimed primarily at replacing and refurbishing fixed plant. Many transit observers see Kiley and his associate David Gunn, who resigned more than a year ago as president of the New York City Transit Authority, as responsible for a notable turnaround in the quality of transit service in New York. Dave Gunn may be a prime candidate for Kiley's job. Another possibility is Peter Stangl, who is president of the Metro-North Commuter Railroad. Governor Mario Cuomo is expected to name someone to fill the position soon.

There are still lots of problems to be solved in anything as big as the MTA operation. Vandalism alone has delayed commuters on 847 trains during the first ten months of 1990. The vandals have been most troublesome in stealing copper wires used for the railway signal systems and the lines. More to the point of worry is the fact that revenues are going to be hard to raise in the coming year, and it is expected that rail and bus service may be slashed in 1991.

Metro-North regularly passes out a report card and solicits its customers to put in some grades. The report of mid-November 1990 gave Metro-North a B-minus. Thanks to Bill Fennelly for the news.

Tunnel Problem

Where the Midwest poised itself in early December for a reoccurrence of the New Madrid earthquake, in mid-November Baltimore experienced a "sort of" earthquake. A section of Orleans Street collapsed into a crater about 25 feet in diameter and twelve feet deep on November 15. The collapsed section of street was immediately above the tunnel now being built to connect the Baltimore rapid transit system's current terminal at Charles Center Station with the Johns Hopkins Hospital. The action of tunnel boring at the east end of the project, just south from Johns Hopkins Hospital, caused a settling of the earth. That eventually undermined and led to a cracking of two water mains. The water from the broken mains eroded the soil under the street, and the street eventually collapsed under its own weight. The water also poured into the tunnel, leaving the boring machine sitting in a puddle of water five feet deep. It was expected that by the time you read this, all re-



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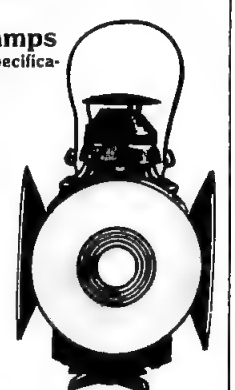

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pairs will be made and there will be few visible signs of what happened.

This is but a slight setback in the progress of rail transit in Maryland, which has been particularly forthcoming with support for rail transit, especially after William Donald Schaeffer was elected governor. However, the anti-rail people are having their fun and games, too, happily citing the so-called Pickrell Report that casts doubt upon the projections of ridership and cost estimates for new rail systems. Conservative politicians also take the same tack, although rail transit appears to have broad bi-partisan support nationally. At the time of this writing there is some doubt that the sailing will be smooth for the Silver Spring to Bethesda light rail line along the old Baltimore & Ohio Georgetown branch. The recent election may have upset the balance of support in Montgomery County government. Thanks to Marion J. Zych and Walter Cherivtch for the news.

Flashes

From CLEVELAND, Jay Himes writes that the Urban Mass Transportation Administration has given the Cleveland transit system $140,000 for three studies of options to improve access to the rapid transit service in downtown Cleveland. Among the possibilities are a walkway between Tower City (the downtown terminal of rapid transit in Cleveland) and a new commercial development, a 1.5-mile trolley shuttle between Tower City and the development area called the Flats and a relocation of the Amtrak station to Tower City. In other news from Cleveland, Ron Tober, the general manager of the RTA, has announced that ridership on the rail system is up 15%. Patronage had been on the decline in recent years and the upturn is good news.

The CALTRAIN management found out that those who ride the commuter trains in the corridor between San Jose and San Francisco do so because they don't like traffic congestion and value and enjoy the free time to relax on their journey back and forth. Automobile drivers cite the convenience and the time required for the trip among the considerations in making their commuter trips by car. The average CalTrain passenger travels 24 miles each way, which takes between 35 and 45 minutes, depending on whether the train used is an express or local.

December 10, 1990, was the last day of operation of New York City Transit Authority's R30 CARS on the BMT. The R30s and the R27s, which have been scrapped, offered 30 years of reliable service. Now the BMT has a 100% air-conditioned fleet.

Metro-North Commuter Railroad is considering operating some of its commuter service into PENN STATION using the former New York Central west side line. This former freight line, which Amtrak had begun using for all of its service to Albany and upper New York State in April 1991, will offer greater variety of departures from Penn Station. Most important for travelers, it will make connections with the Northeast Corridor service relatively easy and quick. Only commuter trains now use Grand Central Terminal. Thanks to the New York Division *Bulletin* of the Electric Railroaders Association. P.O. Box 3001, New York, NY 10008.

The *Inside Track* of the MARKET STREET RAILWAY Company (P.O. Box 11632, San Francisco, CA 94101-7632) notes that the day after Thanksgiving vintage trolley service sponsored by the Market Street Railway and MUNI was highly successful. In the Friday, November 23, 1990, service roster were PCCs 1006 and St. Louis 1704 along with the "Milan Peter Witt" 1834 and MUNI B-type 130. Moscow/Orel 106 was added in the afternoon to handle the passenger demand.

You probably read about the Green Line trolley in BOSTON that smashed into another trolley in the subway. The accident occurred on December 28, 1990, at 6:34 a.m. at the shoulder of the morning peak. According to information sent by Bill Crawford, the Massachusetts Bay Transportation Authority revealed that tests showed the motorman had blood level alcohol exceeding the state's drunken driving limit. The car that caused the wreck ran into the rear of a Boston College-bound train in the Arlington Street station of the Green Line subway. Thirty-three of the 80 passengers on the two trains were injured, and service was disrupted for most of the rest of the day.

Mark J. Adamcik writes from CLEVELAND correcting some information that appeared recently. He does note that the Cleveland heavy rail cars from Tokyu Car Company and the light rail cars from Breda have Ohio Brass Tomlinson pattern couplers, and although they cannot m.u., they can couple together very well and provide a tow in emergencies. Mr. Adamcik also writes to note the passing of Robert T. Blatt, who was a motorman on the Shaker Heights Rapid Transit and retired from the service on the RTA in 1985. He was also a well-known railroad hobbyist, artist, and advocate. ⊂

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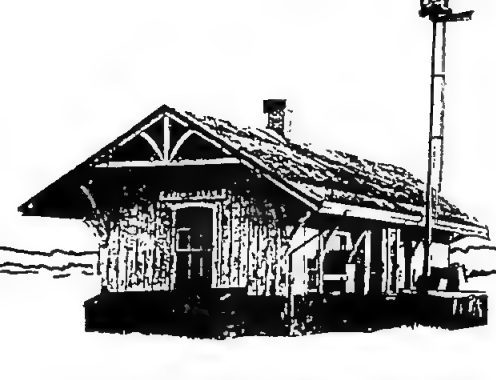

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THE NATIONWIDE STRIKE A walkout of more than 200,000 railroaders from various unions that began early on April 17, 1991, lasted barely 17 hours before a Congressional order sent the striking engineers and trainmen back to work. However, the brief strike was enough to draw national attention to a dispute that has divided railroaders and their employers for several years over health care, wages and work rules. Since the strike primarily involved freight crews, some commuter lines and Amtrak's Northeast Corridor and *San Diegans* were not affected (Santa Fe maintained passenger service on the San Diego route as an exception), but many long-haul Amtrak trains across the country came to a halt. Montana Rail Link and some smaller freight carriers whose employees are covered by different union agreements continued some degree of business, though MRL felt the absence of the BN through traffic it handles between Spokane, Washington, and Huntley, Montana.

The federal back-to-work order also included a plan to create a new review board which will oversee renewed labor talks over a 65-day period. Several union officials were upset that the order basically took away their right to strike and that the review board has the option to throw out union complaints on the issue of branch line spinoffs. The unions want laws enacted that would require new short lines to adhere to existing labor arrangements when acquiring trackage from Class 1 railroads. Conversely, the railroad companies have been struggling to get out of such contracts as those allowing laid-off employees to earn a full day's pay while sitting idle or napping in empty offices generally referred to as "rubber rooms." The railroads also want to increase the number of miles some crews must run, reduce the size of certain crews and require union employees to pay a larger portion of their health care premiums.

SP's NEW IMAGE GP40-2 7107, fresh from a rebuild at Morrison-Knudsen, became SP's first unit to wear the new Rio-Grande style lettering (May 1991 RAILNEWS). After release from M-K's Boise, Idaho, plant, the 7107 was forwarded by UP to Portland, eventually finding its way onto the SP on March 24. On the 26th it was at SP's Brooklyn Yard roundhouse (page 2). With M-K's shop at Mountain Top, Pennsylvania, also involved in the GP40 rebuild contract for SP, some of the units have been showing off their new lettering in such unlikely places as Conrail's Allentown Yard before heading west to home rails. In addition to the GP40-2s, the speed lettering is also planned for SP's 55 new GP60s due from EMD by early summer.

NORFOLK SOUTHERN The 25th year of NS steam excursions got underway with a twist on April 6, 1991, when ex-Atlanta & West Point 4-6-2 290 and FP7 3499 from the New Georgia Railroad led the first round trip from Birmingham to Chattanooga. The 290 also led NS' Jacksonville-Valdosta round trip the following weekend. The substitute power was needed because N&W 2-6-6-4 1218 was apparently trapped behind 4-8-4 611 at the Birmingham shop. At the end of the 1990 season, the engines were spotted on the same track in such a way that the 611 could be the first one out in 1991. The late arrival of the crown sheet for the 611 kept the engine in a dismantled state longer than expected and unable to move out of the way of the 1218, which needed little more than tire work to be ready for the 1991 season. In early April the 611 was pulled clear of the 1218, and the 2-6-6-4 finally got into action. It's expected the 611 will be together again and out on the road by June.

"CONRAIL QUALITY" The latest order of 50 Dash 8-40CWs (6100-6149) for "big blue" are being delivered with "Conrail Quality" emblazoned on the long hood and a large "Q" surrounding the Conrail "C" herald. This variation is to promote Conrail's "Continuous Quality Improvement" customer service program. Reportedly, only the 50 new GEs will get the promotional lettering. This 50-unit batch of Dash 8-40CWs is the second shipment of a 150-unit order placed early in 1990 and scheduled for delivery over three years. Understandably, railfans and railroaders have dubbed the 1991 units "Q-boats."

"ERIE E8s" New Jersey's United Railroad Historical Society ran its first excursion behind the *pair* of Erie E8s, 834 and 835, over NJ Transit on April 13, 1991. The long-awaited fantrip originated in Newark, New Jersey, and ran the former-PRR to a connection with the former-DL&W to reach Hoboken Terminal, where it reversed direction and headed up the former-Erie main line to Port Jervis, New York, making passenger stops in Rutherford and Waldwick, N.J.

The 834 had been used on one previous URHS Hoboken-to-Bay Head, N.J., excursion on November 17, 1990, but since then Rome Locomotive Works completed the painting of NJT 4248 (nee-PRR 5788A), which became Erie 835. The 834 is former-NJT wayside HEP-unit 4323 (nee-NYC 4076). Erie 834 is a very valuable unit for fantrips as one of its prime movers was replaced with a heavy duty Head-End-Power generator capable of powering a very long excursion consist.

The April 13 trip was made up of five new center-door Bombardier-built NJ Transit coaches with private cars *Blue Ridge* and *Imperial Sands* on the east end of the train. On the west end, NJ Transit's business car NJT-1, former-CNJ *Blue Comet* observation car 1178, made a rare fantrip appearance. Despite the rainy weather, the trip was a success, and future trips are being planned with the Erie duo.

PITTSBURGH & SHAWMUT GP7s In mid-July 1990, the Arthur T. Walker Estate bought from Conrail the twelve-mile Sligo Running Track between Lawsonham Junction and Sligo, Pennsylvania. The line is being run as the Red Bank Railroad and operated with equipment from the Pittsburgh & Shawmut, which is also owned by the Walker Estate. With the Red Bank using a three-unit set of P&S SW9s, the P&S itself was forced to return to service its two GP7s, 10 and 11, that were acquired in 1981 from Conrail and subsequently rebuilt with chopped-noses at Brookville Shop (the 10 was NYC 5817/PC-Conrail 5672, while 11 was built by GMDD in London, Ontario, as C&O 5720 but returned to the builder and resold to the NYC as 5818 for Canadian service, keeping that number through PC and Conrail). The Geeps never quite caught on with the P&S, having first been leased out to the Allegheny Railroad and then the Buffalo & Pittsburgh before going into semi-storage on the P&S. GP7 10 is especially interesting because when its short hood was chopped down, the control stand was not moved, resulting in a low-nose unit that's set up to run long-hood forward — DAVID E. BAER.

A.L. GILBERT S6 1204 South of Modesto in California's San Joaquin Valley, the A.L. Gilbert Company operates a large feed silo alongside the SP main line at Keyes. To switch its grain hoppers, ALGC has purchased ex-SP S6 1204, one of 70 such units delivered to SP during 1955-56. Now painted and relettered for ALGC, the unit bears placards warning that it may begin moving at any time. The warning is due to the S6's arrangement for one-man operation with movements remotely controlled by an employee on the ground.

THE LACKAWANNA VALLEY Scranton, Pennsylvania's, Lackawanna Valley Railroad owner John Nolan has purchased five Alco roadswitchers from Canada for use on his growing short line empire. Nolan bought the Lackawanna Valley in 1990, and the motive power at that time was U33B 901 (in NYO&W colors) and leased U33Bs 902 (former-Knox & Kane 29, ex-CR/PC 2914) and 903 (former-B&M 192, ex-CR/PC 2925). Owned by Al Luedtke, the 902 and 903 were sold to Andy Muller's new Reading & Northern.

To replace the GEs, two of the five Alcos arrived in Scranton: former-Roberval & Saguenay RS18 number 43 (nee-CN 3124) and a CN RS18 with only "022" in the number boards. According to LVAL owner John Nolan, the bill-of-sale on the CN units reads "22." The other three units will be shipped directly to new Nolan operations elsewhere in the U.S. as they are needed.

The Lackawanna Valley consists of roughly 25 miles of mostly D&H and some DL&W trackage between Scranton and Carbondale, Pa. The Road operates weekdays, usually during daylight. LVAL is also a home for two other exotic Alcos, privately-owned D&H RS36 5019 and former-Florida Power & Light RSC2 38723. Painted in a reversed version of the CNJ tangerine and blue, the RSC2 occasionally sees revenue service on the Lackawanna Valley.

BANGOR & AROOSTOOK BL2 52 What started as an April Fool's joke in the April '90 R&R may soon be reality: a Bangor & Aroostook BL2 in the "Western Pacific" livery in Illinois Central colors lettered Janesville & Southeastern and running on the Wisconsin & Calumet. By the time you read this, the task may already

KODACHROME, GLENN F. MONHART

BANGOR & AROOSTOOK BL2 52, recently purchased by Glenn Monhart, was working east of Brodhead, Wis., on the Wisconsin & Calumet on March 29, 1991, making its first shake-down run to Monroe. In April it was being sandblasted for its new livery of ICRR orange and chocolate to be applied in the "Western Pacific" BL2 scheme shown on page 73 of the April '90 R&R.

"ERIE E8s" 834 and 835 are seen (right) arriving Port Jervis, New York, (with New Jersey's High Point monument in the distance) on April 13 with the United Railroad Historical Society's *"Erie Limited"* excursion from Newark and Hoboken. The URHS sponsored the rebuild and repaint of NJT 4323 and 4248.

KODACHROME 200: MIKE DEL VECCHIO

KODACHROME: ALAN TILLOTSON

THE LACKAWANNA VALLEY lost U33Bs 902 and 903 when they were leased to Andy Muller's new Reading & Northern (see 902 on page 65). To replace them, LVAL bought two RS18s, one Roberval & Saguenay and one CN, at Binghamton, N.Y., on March 16 en route to LVAL in Scranton.

PITTSBURGH & SHAWMUT GP7s 10 and 11 (below) with SW9 1866 led local BVL-1 at Timblin, Pennsylvania, on March 20. With three SW9s assigned to the new twelve-mile Red Bank Railroad from Lawsonham to Sligo, P&S had to reactivate its two disliked Geeps, ex-NYC 5817 and C&O 5720.

A.L. GILBERT S6 1204, originally among the 70 S6s delivered to Southern Pacific during 1955-56, was seen in the paint of its new owner (below) at Keyes, California, (just south of Modesto) on March 15, 1991. The unit is set up for remote control by a switchman on the ground and handles ALGC's grain cars which come in off the adjacent SP main line.

KODACHROME: ALAN MILLER

KODACHROME: DAVID BAER

be done, for BAR BL2 52 had made its test run on the WICT on March 29, 1991.

The locomotive had been purchased from the BAR by Glenn Monhart, who is currently in negotiations to buy two more: BAR 56 and 51. Glenn also recently purchased the former-Milwaukee Road roundhouse and three-acre site in Janesville, Wisc., which he has incorporated in the state as the Janesville & Southeastern Railway Company. Half of the roundhouse will be kept to house Glenn's locomotives, which include the purple ACL E3 501, and half will be leased out to the Wisconsin & Calumet.

The WICT currently uses Monhart's A-B-A F-units painted in Illinois Central *Panama* colors for its freight-hauling trips between Janesville and Chicago's Clearing Yard. On May 1 the WICT will lease from Monhart ex-Milwaukee Road FP7 96A and borrow F7 106 from freight service to use on a dinner train between Fox Lake and Wallworth. The BL2 will be used to replace the 106 in freight service, and it will be painted in the ICRR orange and chocolate to match the F-units. The styling on the BL2, however, will be in Kevin Bunker's "Western Pacific" classic-EMD scheme shown on page 73 of the April '90 R&R, and the lettering will be "Janesville & Southeastern." If the purchase agreement is concluded on the other two BAR units, the 51 and 52 will retain their BAR numbers while the 56 will become J&SE 50. Glenn was most impressed with the fine mechanical and electrical condition of the BL2s, and since the BAR had already removed their traction motors, Glenn replaced them with modern D77 traction motors. "You can bury the ammeter, and those D77s will take anything that BL2 can generate. It will be a good lugger."

SANTA FE 4-8-4 3751 By mid-April 1991, San Bernardino's AT&SF 4-8-4 3751 had passed its hydrostatic boiler test, and its tender and cab were being finished up with plans for a late-April test run. But on the evening of April 21, the board of directors of the San Bernardino Railroad Historical Society concluded that it would not be possible to rush the engine to completion in time for its scheduled April 29-May 1 trip to Sacramento for Railfair '91 without compromising the safety and quality of the restoration. It was an intelligent decision and one in which solid professionalism overcame raw enthusiasm, and although there is considerable disappointment in missing Railfair, history will likely judge this the right move.

The San Bernardino group had been making remarkable progress employing both volunteer and contract workers, but some delays during the winter and even the weather had whittled away at their time cushion to the point where they would have been committed to a three-day revenue trip with virtually no road testing of the locomotive or proper bench testing of the components. They had put forth a herculean effort, but as SBRHS President Scott Brittin observed on the day they canceled Sacramento, "Nine women and one month don't make a baby."

Immediate plans are to continue the restoration at an intelligent pace, which should see the locomotive under steam and ready to roll by the end of May. Future test runs and operations are being evaluated, and negotiations for a revenue trip over the Santa Fe will have to be started virtually from scratch — although the initial reaction from the railroad officials directly involved was very favorable. The options for handling the ticket refunds or future ticket credits for the canceled Railfair trip are being examined, and the ticket holders will be notified when a decision is made.

Meanwhile, the Santa Fe will be represented at Railfair by two office cars and a Super Fleet Dash 8-40BW and the Museum's A-B set of warbonnet F-units.

THE "EMPIRE CONNECTION" On the evening of Saturday April 6, when Amtrak's *Maple Leaf* from Toronto sighed to a stop at New York's Grand Central Terminal, a 120-year tradition came to an end. Ever since the original Grand Central opened in 1871, New York passengers heading north to Albany and points beyond had boarded their trains at GCT, but on April 7, 1991, the current terminal became the sole preserve of Metro-North Commuter Railroad, thus losing all long-distance trains as Amtrak switched its services to Pennsylvania Station, a few blocks away in mid-town Manhattan. This move facilitates connections in New York between Amtrak trains from the north and those to the south, east or west.

The consolidation into Penn Station was made possible by completion of the roughly ten-mile-long "Empire Connection," once part of NYC's West Side Freight Line which had been abandoned since 1983 and is now rebuilt and linked to Penn Station by a new tunnel between 37th and 31st streets. Southbound trains enter the connection (which Amtrak had been calling the "West Side Connection" up until its opening) by crossing a rebuilt swing bridge at Spuyten Duyvil on Manhattan's northern tip. They continue along the Hudson River (rather than their previous routing along the Harlem River) and pass under the George Washington Bridge.

The "GW" Bridge was the site of a photo stop during the April 4 inaugural press run over the Empire Connection (page 73). A Turboliner set was used for the Albany-New York-Albany trip, which had Senator Alfonse D'Amato and Amtrak President Graham Claytor onboard. It's probably no surprise that artwork depicting a Turboliner beneath George Washington Bridge wound up on the cover of Amtrak's April 7, 1991, System Timetable — KARL ZIMMERMANN.

LONG ISLAND RAIL ROAD "The Route of the Dashing Commuter" has adopted a new blue with yellow nose paint scheme. First applied to GP38-2 269, all LIRR locomotives with get the new colors as they are rotated through normal shop work, and it is estimated to take a year to paint the entire fleet of 80-plus locomotives and "covered wagon" cab control cars (former FAs and F7s). The LIRR feels that the new scheme will increase locomotive visibility to motorists at its many grade crossings.

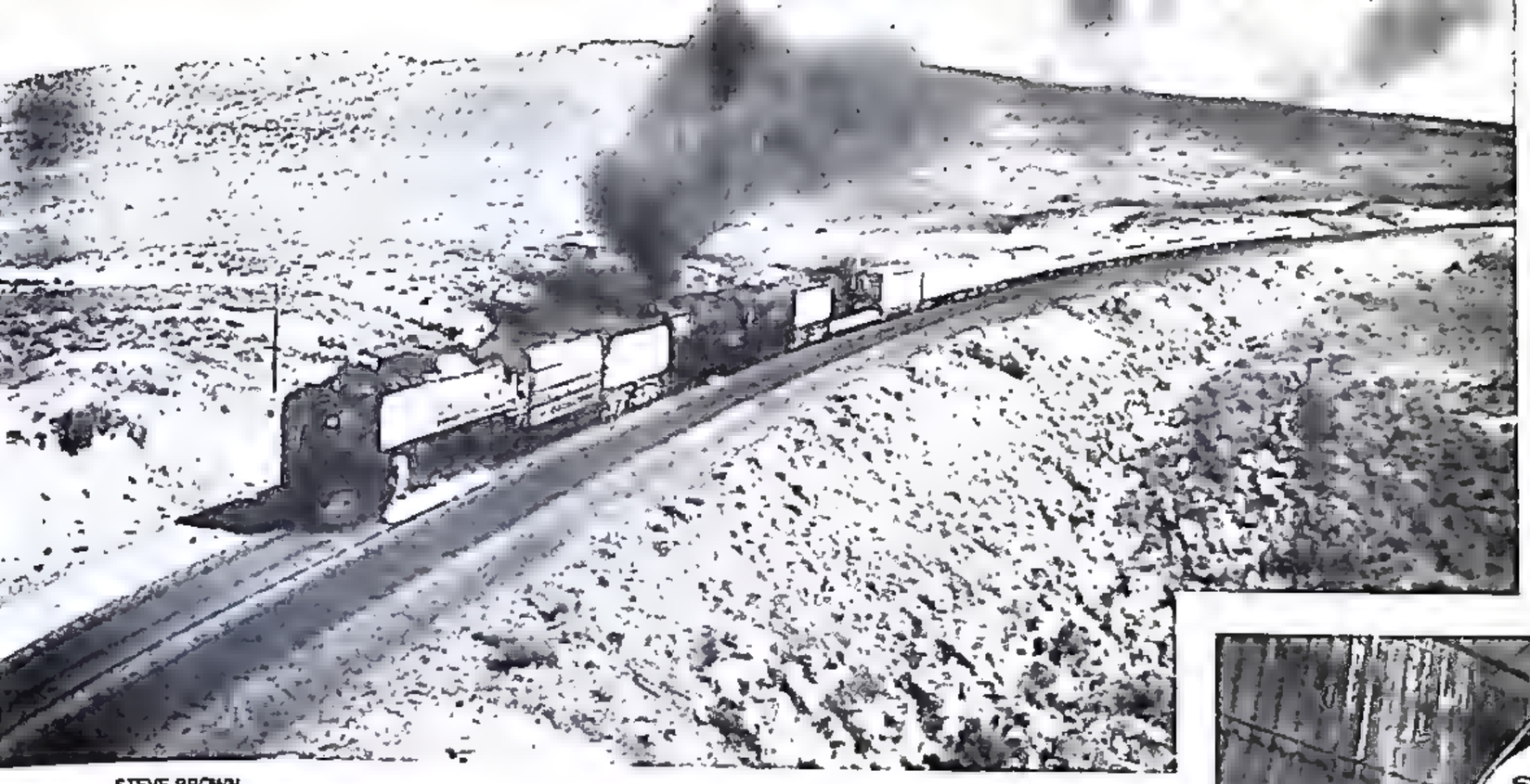
In addition, the LIRR is going to name a locomotive for each of its employees active the Persian Gulf, nine total. The specific locomotives involved are still being worked out.

RAIL GARRISON During April 1991, several of the cars dedicated to the U.S. military's Rail Garrison mobile missile launch unit traveled from Pueblo, Colorado, west to Vandenberg Air Force Base on the California coast. The equipment was seen at SP's Taylor Yard in Los Angeles on April 15 and eventually delivered to Vandenberg by an SP local. With *two* trucks beneath each end, the otherwise inconspicuous cars included launch car WECX 1003R and missile-carrying cars DAFX 0001, 0003 and 0004. The 1003R is the most notable with its series of pneumatic stabilizers which drop down from beneath the car to brace it against the track during launchings. After their visit to Vandenberg, the Rail Garrison cars are expected to return to Pueblo. The Air Force had planned to build several Rail Garrison sets for deployment at various points across the country, but because of recent defense spending cuts the cars seen in April may remain the only Rail Garrison equipment in existence.

SOUTHWESTERN RAILROAD In April 1990, new short line Southwestern Railroad began operations on two separate segments of ex-Santa Fe trackage. One line, northeast of Amarillo, Texas, runs 100 miles between Morse, Texas, and Shattuck, Oklahoma. The other line, in mineral country northwest of Deming, New Mexico, runs from Whitewater west to Tyrone and from Whitewater north through Hurley to Fierro and Santa Rita, involving about 40 total miles. As of April 1991, Southwestern's ex-Santa Fe motive power included GP7s 2163, 2164 and 2211 and SD45 5316. The 2211 still wears its AT&SF paint, but the other three units have been painted in SW's attractive scheme which, except for color and nose markings, adheres to the lines of the units' Santa Fe heritage.

STEAMTOWN EXCURSION TO MONTREAL To publicize its operation of the recently-acquired Delaware & Hudson, CP Rail has arranged with Steamtown National Historic Site to lease CPR G3 4-6-2 2317 for a four-day public relations barnstorming tour of the D&H between Scranton and Montreal from June 27 through 30, 1991. Canadian Pacific wants to haul two business cars for its own use, and Steamtown will haul some of its own coaches for the public. Capacity will be very limited.

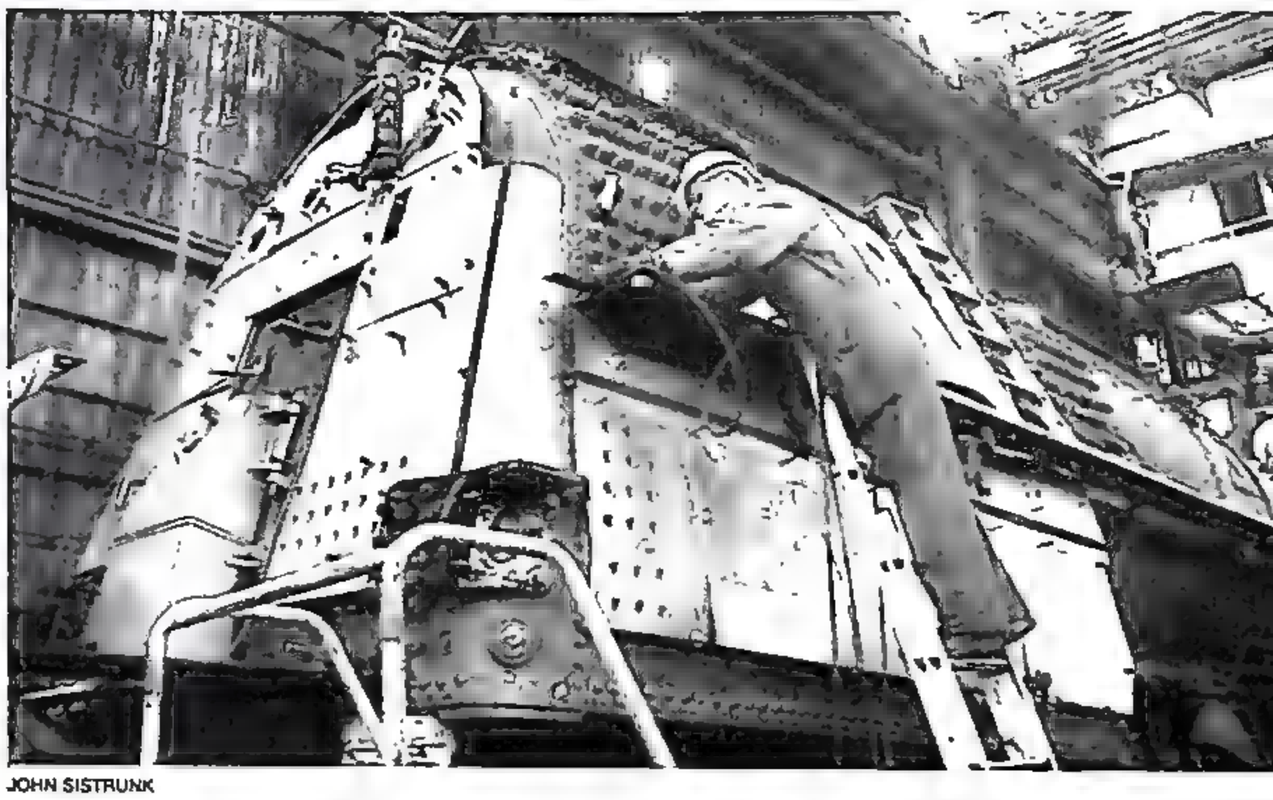
The train will depart Scranton on June 27 and stay overnight in Albany and Montreal, with an Albany layover again on the return. Many public relations "whistle stops" will be made on each day. The price for public tickets is not final, but initial estimates put it at roughly $475.00 per person including lodging, busses between the train and hotels and the first day's lunch. Tickets will be available by



STEVE BROWN

THE FIRST FERRY MOVE to Railfair saw UP 4-8-4 844 and 4-6-6-4 3985 (left) westbound near Leroy, Wyo., on April 16. The rail strike prompted their early departure from Cheyenne.

SANTA FE 4-8-4 3751 was in this condition on April 15, 1991, (below) and one week later the decision was made to cancel the move to Sacramento Railfair because rushing the work to completion would compromise the job and risk trouble on the road from the untested locomotive. Work will continue at a sane pace, and the 3751 should steam by the end of May.



JOHN SISTRUNK

GERALD SIRES

TWO ILLINOIS CENTRAL GP8s, 8375 and 8377, have been purchased by New Orleans Lower Coast Railroad, a 23-mile line running from the New Orleans area south to Myrtle Grove. Still in IC black, the Geeps were with ex-MP caboose 13521 awaiting their first run south in March 1991.

DAVID C. LUSTIG

RAIL GARRISON mobile missile launch car WECX 1003R was seen at SP's Taylor Yard in Los Angeles on April 15. It was among the cars being sent to Vandenberg Air Force Base for an exercise of Rail Garrison equipment.

mail only. No phone orders will be taken. Contact: Montreal Excursion, Steamtown Volunteer Association, 150 South Washington Ave., Scranton, PA 18503; 717/961-6062. Make checks payable to the Steamtown Volunteer Association.

BLACK RIVER & WESTERN On Saturday April 6, 1991, the Black River & Western opened its new Flemington, N.J., passenger station. A new run-around track is being built at the new station, located just off Route 12 behind the Liberty Village shopping center. BR&W 2-8-0 No.60 is expected to be in service by late May 1991, bringing regular-service standard gauge steam back to New Jersey — WALT LANKENAU.

TWO ILLINOIS CENTRAL GP8s The New Orleans Lower Coast Railroad started March 17, 1991, operating 23 miles of former- MP/UP trackage from the UP connection at Gouldsboro yard near Algiers (across the Mississippi from New Orleans) south to the end of track at Myrtle Grove. Motive power for the new line is a pair of former-Illinois Central GP8s (8375 and 8377), still in IC's black "death star" livery with NOLR reporting marks. The Road's General Manager Ted Proctor says that both locomotives will get a new livery eventually. The line also has former-MP wide-vision caboose 13521, still in MP markings.

New Orleans Lower Coast operates weekdays in daylight with two crews. One locomotive is kept at Gouldsboro yard and another at Belle Chasse, milepost 8.4 from Algiers. NOLR hauls primarily fuel additives for a Chevron refinery in Belle Chasse and grain to Myrtle Grove. This trackage was once part of the 60-mile New Orleans Southern & Grand Isle Railway which became the New Orleans & Lower Coast Railroad Company in the 1920s, later a Missouri Pacific subsidiary. Presently the track is removed south of Myrtle Grove, but the line once extended to Buras on the Louisiana delta.

THE FIRST FERRY MOVE As the national rail strike loomed, Union Pacific didn't want to take a chance on a prolonged strike interfering with the excursions en route to the California State Railroad Museum's 10th Anniversary Railfair celebration in Sacramento. Since the original departure date from Cheyenne was on the strike deadline of April 17, the doubleheading 4-8-4 844 and 4-6-6-4 3985 departed Cheyenne on April 15 and arrived in Salt Lake City, Utah, the following day. The UP directors' special en route to Salt Lake City was canceled, but the 3985's April 20 and 21 round trip excursions from Ogden to McCammon, Idaho, came off right on schedule, and the doubleheader run west to Portola and the revenue excursion down the Feather River Canyon to Sacramento are expected to run as advertised.

Firing the Hoosier Hudsons

by Hal Lewis

The adventures of a Purdue University student
firing the legendary New York Central Husdons in the early 1950s

Rarely can it be said that the high experience of a lifetime was repeated many times. We are talking here about riding engine cabs. In my case, it was the legendary New York Central Hudsons while I was a student at Purdue University in Lafayette, Indiana. And it was not just once or twice, but once or twice *a week* from 1950 through 1953. As part of the adventure, I was taught to fire the high-wheeled racers.

Lafayette was on the portion of NYC's Indiana Division, which ran from Indianapolis to Kankakee, Ill., where the Illinois Central took over the passenger trains for the remainder of their runs to Chicago. For much of this period, all six passenger trains in each direction were steam powered, mainly by the earlier J-1 class Hudsons turned out by Alco between 1929 and 1931.

Railfans were a rarity during this era of the early 1950s, because most folks thought the hobby was populated by men who "had not grown up." So, when a fan with a camera showed up fairly regularly at the Lafayette station or at trackside, the crews soon became friendly. After a few requests by the enginemen for pictures were quickly satisfied (the university had a fine darkroom available to students), I became almost a mascot. The first reward was a ride from Lafayette to Indianapolis on Train 410, *The Royal Palm*, one of the night trains with sleepers for Florida. This established a friendship with engineer Everett Elliott and fireman John Davee, who later took over southbound local 414, a mail and express all-stop. Davee taught me to fire the K-5 Pacifics and occasional J-1 Hudsons used on this train. As word got around that I could keep an engine hot, I was allowed into the cabs of most of the other Indiana Division crews. I would fire, the fireman would run the engine and the engineer would sit on the seatbox be-

hind me. This led to some interesting experiences.

The Indiana Division J-1s

New York Central's Indiana Division main line ran from Cincinnati to Chicago, on a route that competed with a Pennsylvania Railroad line that ran a bit to the east. The Indianapolis to Kankakee portion of the NYC line was a 139-mile-long division with something of a rollercoaster profile. The speed limit was 75 m.p.h., except for a portion of the 22-mile stretch of track from Altamont (just south of Lafayette) north through Lafayette to Templeton, where double-tracked Nickel Plate rails were used. Here, a track speed of 79 was allowed for 16 miles. Trains 3 and 4, the stainless steel streamliner *James Whitcomb Riley*, were unofficially allowed 5 m.p.h. over the speed limit — or a little more if they were late. Lafayette is 64 miles north of Indianapolis and 75 miles south of Kankakee. All passenger trains stopped there to take water, register for travel over the Nickel Plate and pick up orders. At Kankakee, NYC Hudsons were exchanged for Illinois Central 2400-series Mountains or 1100-series Pacifics for the final 54-mile run to Chicago. The turntable at Kankakee was too short to take NYC L-3 or L-4 Mohawks or Niagaras, so Hudsons reigned supreme beyond their expected time.

The J-1 Hudsons assigned to the Indiana Division were J-1d's 5375 through 5382 and J-1e's 5333, 5395 and 5401. All of these engines except the 5333 were originally built for use on the old Cleveland, Cincinnati, Chicago & St. Louis (Big Four), which had been folded into the parent road before the J-1s were built. However, for some reason (no doubt financial), 35 J-1d's and ten J-1e's were built specifically for the Big Four and were numbered in the 6600 series until 1936. Compared to their main line counterparts, these engines had slightly smaller tenders and no water scoops. The 5333 was an early J-1e that had been fitted with a 46-ton, 18,000-gallon centipede tender to allow run-throughs from Cincinnati to Kankakee on the *Riley* without taking coal. This closed J-1 society on the Indiana Division prevailed until early 1952, when other J-1 Hudsons were being bumped from main line service by dieselization and were brought to Indianapolis where Beech Grove, the only shop on the system doing heavy steam repairs after 1951, was located.

The trains and the railroad

The passenger trains on the line included "The *Riley*" mentioned earlier, which was usually kept to eight lightweight, stainless steel cars. Its scheduled northbound start-to-stop times were 62 minutes (62 m.p.h.) from Indianapolis to Lafayette, including three minutes to take water, and 78 minutes (57.5 m.p.h.) on to Kankakee. Southbound times were slightly longer. Northbound train 405, "*The Sycamore*," which featured an evening arrival in Chicago, was a little slower than the *Riley*. An afternoon local and two night trains rounded out the northbound schedule, and the southbound card was roughly comparable.

From the Indianapolis Union Station, the Indiana Division turned northwest almost immediately, and trains were restricted to 40 m.p.h. for two miles to just past KD tower, where the 75-m.p.h. limit was in effect. The double-tracked line started an immediate climb of 11.5 miles to Glenn. This section provided a good calibration for engines used on the *Riley* or train 405, since both almost always had eight cars (although 405 had about half heavyweight, friction-bearinged equipment).

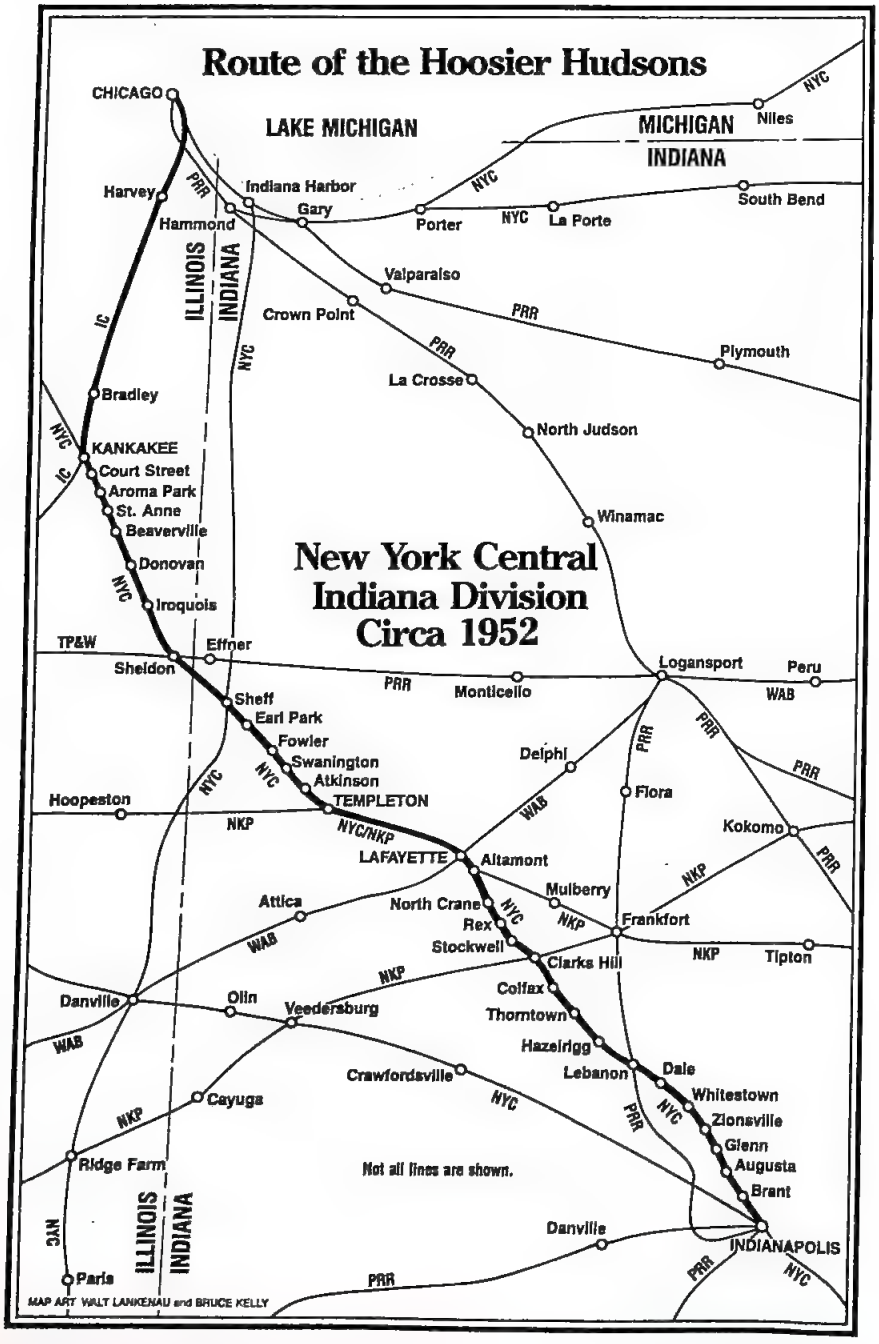
PHOTOGRAPHY, HAL LEWIS, EXCEPT AS NOTED

THE FIREMAN'S VIEW from a J-1 Hudson at speed shows the long grade from KD Tower to Glenn on the north side of Indianapolis. Hal Lewis' favorite J-1e, the 5395, is assaulting the 1.1% grade west out of Lafayette (top) with the *James Whitcomb Riley*.

On 405, most J-1s would top the hill at 65 to 70 m.p.h., depending on the engine. The next 15 miles to Lebanon were fairly flat and allowed fast running. At Lebanon, there was a 20 m.p.h. limit over the old Central of Indiana, followed by a short ascending grade. Colfax, 15 miles beyond Lebanon, had another 20-m.p.h. limit over a branch of the PRR. The double track ended at Clarks Hill, where the Nickel Plate's St. Louis line was crossed. From here, the tracks descended to Altamont, where trackage rights over the Nickel Plate started and an 0.85% descending grade took the tracks down to the Lafayette station. This 3.7-mile stretch had a 35-m.p.h. limit. At Lafayette, the tracks immediately crossed the Wabash River and started up a 1.1% climb for 1.8 miles to Summit. The line leveled off for about half a mile, then climbed another two miles to Balls. This stretch really taxed the high-drivered Hudsons when they were pulling the night trains with the heavy standard-weight Pullmans. They were lucky to top the hill at 25 m.p.h.. The *Riley*, with a good engine, would be doing 45 past Summit, with the J-1's loud, sharp exhaust a thing to behold. From Balls to Templeton, 14 miles, northbound trains could make the 79-m.p.h. track speed. At Templeton, a 35-m.p.h. turnout off the Nickel Plate took the tracks uphill six miles to Swanington, where a 30-m.p.h. limit was in effect on westbound trains at the switch where single track started again. Only two slow orders remained for the next 46 miles, one at 60 through Sheldon, Ill., and 65 over the C&EI at St. Anne. A 40-m.p.h. limit at Aroma Park, four miles from Kankakee, slowed the remainder of the trip.

Even though the J-1s were standardized to some degree, no two were quite the same. The J-1d's had Elesco feedwater heaters and J-1e 5333 a Coffin, while J-1e's 5395 and 5401 had the more efficient Worthington open-type feedwater system. The Worthington feedwater heaters made this J-1e series superior to their other J-1 sisters in steaming ability. Performance was also affected by stoker type. All J-1s were delivered with the Standard BK stokers according to *"Thoroughbreds,"* Al Staufer's fine chronicle of NYC's Hudsons. The BK stoker distributor plate did not put enough coal into the back corners of the firebox, and many of the J-1s received the more efficient Standard HT stoker in later years. The HT stoker did a much better job of filling the back corners.

The coal itself could be a major factor in performance. If you had a tender full of shiny black bituminous, it would be a pretty good trip. It the stuff was a dusty black, you had a load of "Indiana dirt," and your work was cut out for you. In the winter, severely cold weather could limit your working steam as the trainline would strain the boiler to keep up with steam to heat the passenger cars.

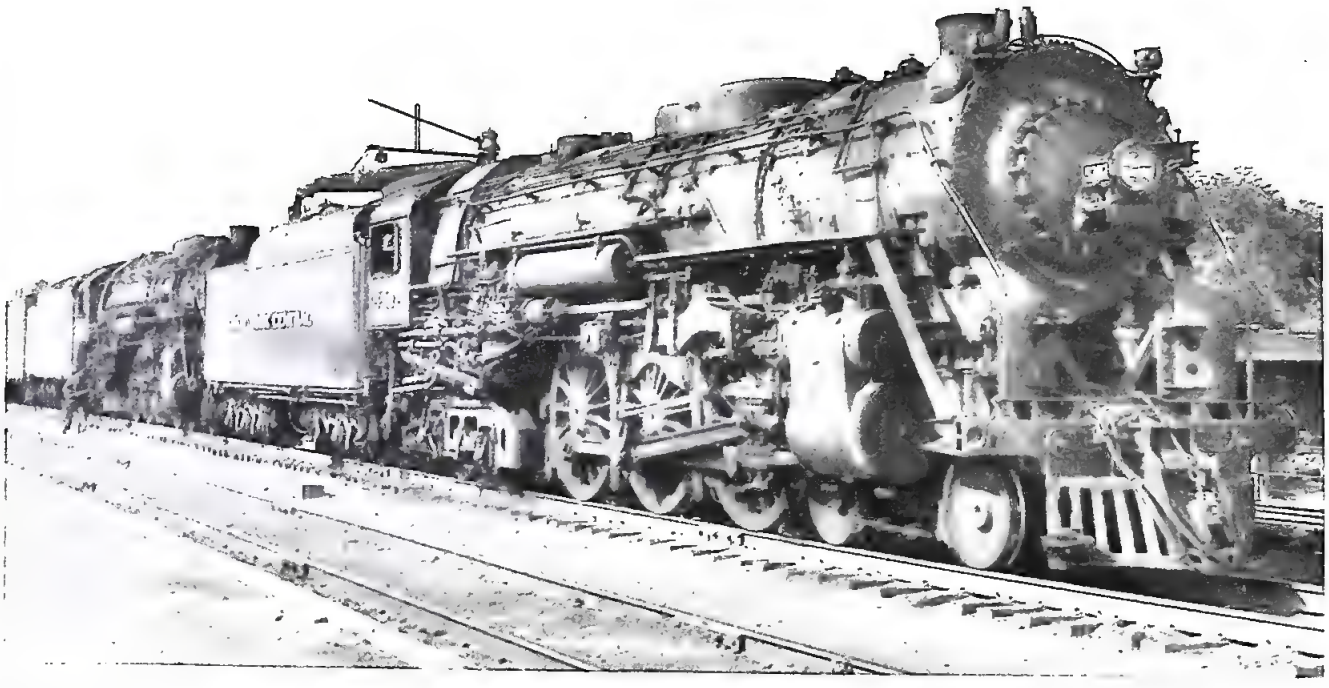


The Hoosier home fleet

Most puzzling to me at that time was the fact that engines within the same classes varied in performance for no obvious reason. In the time since then I've come to appreciate how many factors could affect performance, ranging from the simple internal accumulation of boiler scale from water impurities to the lasting effects of design "experiments" tried on various J-1s leading to the refinements incorporated into the J-3s. To the working crews and dispatchers, however, the "personalities" of the various locomotives became well known. A rundown of the eleven Indiana Division Hudsons follows:

The 5375 and 5376 were average engines with HT model stokers. They could move 405's schedule but had difficulty keeping the *Riley*'s time. The 5377 was a pretty good hog with an HT stoker. With effort, the 5377 could keep the *Riley* on schedule.

The 5378, with a BK stoker, as I remember, was in a class with 5375 and 5376. For some reason, she worked water more easily than the rest. An engine "working water" pulled water from the boiler into the dry pipe, and it would make its way through the superheaters, feed pipes, valves and cylinders up into the smokebox, causing the front end to



THE "J-1d QUEEN" 5382 will have her speed limited today to 60 m.p.h. by the L-2 Mohawk with which she is doubleheaded on No.406 out of Lafayette. The big PT tender (below) hurt the performance of J-1e 5333, shown on No.415 out of Lafayette.

get wet. When mixed with the exhaust grit and cinders, it plugged the smokebox screens, causing the draft to be severely reduced.

The 5379 was a good engine. It had an HT stoker and was a free steamer. The 5380 was a dog! On 405, it would barely top the hill at Glenn at 60 m.p.h.. Some fireman insisted that the 4923, the best of the K-5 Pacifics, was the equal of 5380. The 5381 was a below average performer with a BK stoker.

The 5382 was the J-1d queen! She had an HT stoker and was a free steamer and real racer. Even though the 5333 and 5401 were fitted with big tenders for use on the *Riley*, the 5382 usually drew the assignment from Indianapolis to Kankakee.

The 5333 had a BK stoker, but it was a fine steamer. The problem was the PT tender! Loaded, the thing weighed over 57 tons *more* than the 24-ton coal-capacity tenders on the other J-1s. This was like adding another car. The 5333 rarely was used on the *Riley*.

The 5395 was my favorite. It was a better engine than the 5382 and was usually the substitute on the *Riley* when the 5382 wasn't available. The 5401 was the only J-1 with a 24- ton, 21,000-gallon centipede tender. This unusual capacity was designed to allow the *Riley* to make the 109-mile nonstop schedule in 110 minutes from Cincinnati to Indianapolis without taking water. J-1s with the standard 24-ton, 12,500-gallon tender were forced to stop for water at Greensburg, causing a five-minute delay, which often could not be made up.

All J-1s had Locomotive Valve Pilots. These were devices, actuated by a wheel which rode on top of the rear driver on the engineer's side, that provided information on cutoff (length of the valve steam admission stroke) and engine speed on the locomotive speedometer. The New York Central had run tests on their Niagaras, Hudsons, K-5 Pacifics and newer 4-8-2 Selkirk types to determine optimum valve stroke at speeds up to 75 m.p.h. for the K-5s, 80 for J-1s and 85 for J-3s. The general idea was to have the engine speed and cutoff indicator overlaying. This meant that at high speeds for the eight-car *Riley*, the throttle would be about three-quarters open. However, Indiana Division engineers varied as much as the engines. Many runners preferred to run with a longer valve stroke and less throttle. This latter approach seemed to make the engines run rougher. The valve pilot contained a tape that showed speed and cutoff against location for the entire trip. Theoretically, the road foremen would review tapes and "advise" engineers on the correct way to run their engines or chastise them if the tapes showed excessive speed. However, in the era covered in this article, no one seemed to care, and I never heard an en-

KODACHROME JOHN SZWAJKART

NYC J-3a HUDSONS with centipede tenders, which had previously been very rare on the Indiana Division, were bumped by diesels elsewhere on the system and moved there in the mid-1950s, replacing the "home fleet" of J-1s that Hal Lewis had known so well a few years earlier. Here J-3a 5408 was at the Kankakee engine terminal on February 5, 1956.

gineer talk about being "called on the carpet" about results of valve pilot tapes.

Another, more controversial locomotive operating issue was the method for maintaining train speed on the roller-coaster Indiana Division. This was done in three ways. The first method, preferred by the firemen, called for establishing a throttle and cutoff setting that would maintain speed in most situations. The speed was allowed to drop below the limit on slight ascending grades and go slightly above on descending grades. If speeds got too high, brakes were used to slow the train down.

The second method was used for heavy trains or on the *Riley*, where speed had to be maintained to make schedule. Here, the cutoff would be varied to maintain speed. This affected both coal and water requirements, and the stoker and water pump had to be adjusted. In the third method, the engineer would vary the throttle setting to maintain speed. This made firing much more difficult because coal and water demands would really go all over the place.

The techniques of firing

As stated earlier, John Davee taught me to fire, mostly on K-5 Pacifics on 414, the all-stop mail and express train to Indianapolis. The K-5s had Standard BK Stokers and Elesco feedwater heaters, so firing practices were somewhat similar to those for J-1s. Essentially, the fireman on a stoker-fired and feedwater heater equipped coal-burner had to juggle water and coal delivery to match engine demands. This sounds simple, but in practice it isn't.

Standard HT and BK stokers delivered from the tender via an Archimedes screw (or worm drive) that deposited coal on a steel distribution plate just below the firebox door. Distribution of the coal into the firebox was controlled by five steam jets which blew across the plate where coal was guided to the front and back corners and the center of the firebox by curved vanes. Before a run, the pressure for each of the five jets had to be set so that coal blew into the proper location. A master pressure control valve was used to control the jets, and a separate valve controlled the coal delivery rate. The delivery pressure for both operations could be read on gauges in front of the fireman. The trick was to determine the correct combination of each to keep boiler pressure up. As noted earlier, the BK model stoker did a much poorer job of keeping back corners of the firebox filled, especially when an engine was worked hard. If this situation was ignored, the exhaust would pull the fire away from these corners, and the resulting cold air over the fire would make the engine steam hard. The solution was to turn the jets off while leaving the stoker engine on until coal built up on the distributor plate. The fireman then turned the jets on and off a few times, and this would build up the back end of the firebox. Unfortunately, if the engine was being worked hard, such as on the long westbound grade up to Glenn, this operation would result in a significant drop in boiler pressure. The HT model stoker did a much better job and back corners could be filled with an occasional couple of scoops of coal from the shovel.

The feedwater valve controlled the water supply to the boiler. A single valve which controlled pressure to the boiler was monitored on a gauge which showed boiler pressure and feedwater pump pressure. As long as the feedwater pump pressure was higher, water was going into the boiler.

Firing practices on the Indiana Division were conservative in that engines were normally run with about one-third of a glass of water. A fireman could stay ahead of a start-up or acceleration after a slow order by letting the water level reach about half a glass before the engine was worked hard, then cutting the

feedwater delivery rate back until the engineer eased off. When an engine was being worked hard, such as on the 11.5-mile northbound climb from KD Tower to Glenn, the engineer would set the throttle and cutoff to attempt to accelerate on the grade. The fireman traded coal and water and attempted to maintain about 223 pounds of boiler pressure. If the boiler pressure began to drop, the engineer would ease off on the throttle or cutoff until pressure could be maintained. Although coal quality affected performance, this optimum throttle and cutoff setting produced the maximum speed that an engine could attain under the conditions.

On the left seatbox

One spring Sunday in 1952, Everett Elliott was running the 5395 on the northbound *Riley* with Ken Martin as fireman. Ken, who did a lot to refine the firing techniques taught me by John Davee, took water at Lafayette while I built up the "heel" in the back of the firebox. When we got the highball, the pressure was at 223 pounds, and we had about a half a glass of water — just right. Ken took over the throttle and Elliott sat behind me. I opened the blowdown as we crossed the Wabash River bridge to get rid of any sediment in the bottom of the boiler. Ken opened wide on the throttle, and the 5395 started to bark with the sharp exhaust characteristic of the Central's Hudsons. The 1.1% grade was no problem as the speed increased until we passed Summit at about 50. Elliott had encouraged us to try to make up time since we were about five minutes late. By the time we topped the grade at Balls we were doing 70. Shortly, a glance across the backhead at the speedometer showed a little over 80. Now the big J-1e showed us what Alco had built her for. As we came to the point where Highway 52 parallels the railroad, we were rushing past all the cars as if they were standing still. Keeping the boiler pressure around 220 to 223 pounds (just below the 225-pound point where the safety valves would open) was easy until we reached Templeton. Ken slowed to 35 for the turnouts, and after urging me to keep her hot, stood up to open the throttle wide. Now 5395 had to contend with a six-mile ascending grade to Swanington, but we were soon at 75, and boiler pressure was holding. For the rest of the 39 miles to St. Anne, Ken manipulated the cutoff to maintain speed. I didn't check the speedometer again because I had my hands full keeping the 5395 hot. Elliott, in the meantime, had gone to sleep behind me. When we banged across the C&El at St. Anne, Elliott woke up, stretched and pulled out his watch. He let out a shout which Ken didn't hear (the J-1s were loud at speed; there was a deafening din of metal banging against metal and the hiss of stoker jets). Elliott shouted to me that we were five minutes early and stumbled across the pitching and rolling cab to show Ken his watch. A quick application of brakes slowed us down to about 30, a speed we maintained until we stopped at Kankakee. When we stopped and Elliott questioned him about how we made up so much time, Ken admitted to "doing 85 in some places."

FIREMAN JOHN DAVEE, shown here in the cab of an NYC K-5 Pacific on Train 404, is the one who first taught Purdue University student Hal Lewis to fire a steam locomotive. In exchange for cab rides, Lewis would take photo portraits of the crew.

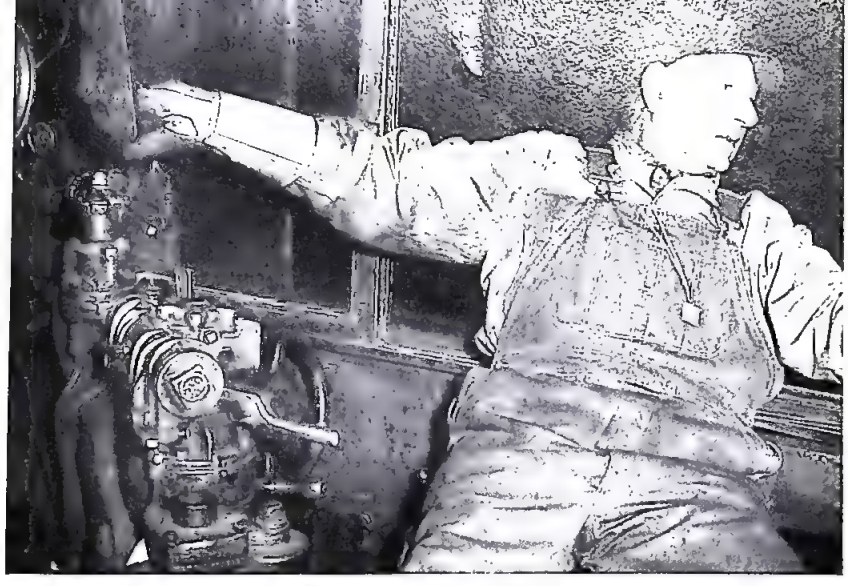
INDIANA DIVISION J-1e 5401 was the only NYC Hudson equipped with the unusually-proportioned 24-ton/21,000- gallon PT tender. It is shown awaiting to depart Cincinnati with westbound No.3, the *James Whitcomb Riley*. While the weight of the big tenders hurt the performance of the J-1s on the *Riley*, they were no problem for the powerful J-3a's.

A Noble crew

Frank Noble was a very friendly engineer on the extra passenger board. His son, Kenny, was an extra board fireman. I rode with them on a rare occasion when the two were together on the *Riley* from Kankakee to Indianapolis.

The engine was the 5382, the best of the J-1d's. The Illinois Central had turned the train over to us about ten minutes late, but Kenny let me fire while his dad ran the engine. The trip was marked by fast running — and it was obvious that we were running fast because the stoker and feedwater pump had to be constantly manipulated to keep the 5382 hot. Accelerating out of Templeton on the 79-m.p.h. track, Frank really started beating the 5382, but the engine was equal to the task. I could tell from the exhaust that we were doing about 80, but Frank didn't ease off on the throttle. Kenny got up and walked across the cab, then motioned me over. We were doing 87 m.p.h. As far as I know, that was the fastest speed I experienced in all my rides.

"I think Dad's showing off a bit," shouted Kenny when we sat down.



"WHAT THE HELL'S goin' on back there? We'll be late before we ever turn a wheel." Engineer Everett Elliot gives an impatient look back at the train as he's ready to depart Kankakee with No.443 for Indianapolis. Elliot and fireman Ken Martin (below) were Hal Lewis' favorite crew. Martin is shown in a K-5 Pacific on No.405.

A Harry trip

Harry Longhelt was a smallish engineer with a fine sense of humor. He used to constantly ask me, "You don't really know how to fire, do you?" We had the 5381 on train 416 and the usual twelve cars heading south and slowing for the 20-m.p.h. limit at Colfax. "Now we'll see if you really know how to fire," he shouted. A few scoops of coal filled the back corners of the firebox while the stoker covered the rest. Longhelt looked back out the cab to see when the last car cleared the crossing while I worked with the stoker and water pump to get ready. Then he wound the reverse wheel to full stroke and stood up to open the throttle wide. The 5381's exhaust began to echo off the buildings at Colfax like cannon fire. The smoke probably infuriated the local housewives as our speed increased quickly. The 5381 began to yaw with each piston stroke, and Harry held up four fingers to indicate 40 m.p.h. Now the boiler pressure began to sag, and I cranked up the stoker valve. "Too much coal," shouted the fireman. "She can't burn it fast enough."

As I turned the stoker valve back, the pressure quickly dropped to 200 pounds. Harry laughed and eased off on the throttle and adjusted the cutoff. If only we'd had the 5395!

The wet head

Bob Murray was an extra board engineer who always welcomed me in his cab. One night he was subbing for Everett Elliott on 405 out of Indianapolis. Ken Martin was the regular fireman. As stated earlier, the 5378 was not a particularly good engine, so I thought I would get ahead of the game for the climb up to Glenn by putting a little extra water in the boiler. We had about two-thirds of a glass of water as we passed KD Tower, and I was sure that this would let me keep the pressure at 223 pounds at least half-way to Glenn. When Bob pulled back on the throttle the 5378 did not give the usual sharp exhaust bark. Instead, we got more of a wooshing sound as the boiler pressure started to drop. Ken looked at the water glass and shouted, "Uh oh!"

The glass was full. He explained that 5378 was notorious for working water into the dry pipe. He instructed me to shut the water pump almost off (which lowered the level as the water boiled into steam was not replaced) and open the blowdown valve. By the time the water level dropped to about three-quarters of a glass, the boiler pressure was below 200 pounds. Bob eased off on the throttle, and I suggested that Ken take over. He told me to stay with it because the front end would dry out shortly. Soon the boiler pressure began to climb again and Bob began to ease the throttle open. Our speed didn't increase, but it stopped dropping. I don't remember how fast we were going at Glenn, but some fast running got us into Lafayette just a couple of minutes late.

AUTHOR HAL LEWIS had his picture taken on the engineer's seatbox of a J-1 at speed, but he notes, "They let me blow the whistle, but I never ran the engine." He did, however, learn to fire the Hudsons and as a result was welcomed aboard by every crew on the Indiana Division in the early 1950s. The superintendent was aware of this and gave it his unofficial okay; no crew ever got in trouble for letting Hal fire.

A "pretty good hog"

Early in 1952, J-1s were being bumped off main line trains and were worked west to Indianapolis, where they ran off their remaining miles before scrapping. Most of these itinerants were worn out, and it was difficult to make time with train 405, which seemed to draw a lot of them. One evening, I was waiting with Elliott and Martin at Indianapolis for 405 to come in from the south. Soon, it rumbled into the station with the 5279, a garden variety J-1d, as power. The fireman was a taciturn fellow named Turner, who climbed down the gangway and told us to use 40 pounds on the stoker jets. He volunteered the opinion that the 5279 was a "pretty good hog."

After the ten-minute station stop, we eased out out of the terminal and headed north for Lafayette. At KD Tower Elliott started working the 5279 up the hill to Glenn. I noticed that 5279 was a free steamer, and Elliott watched the water and boiler pressure to determine when to ease off on the throttle. But the pressure stayed right at 223 as we passed through 50 and soon 60. Elliott looked at me, and I gave him a highball. He opened the throttle a bit more. Now 5279's stack was really talking, but still the pressure stayed up. Elliott held up seven fingers for 70 m.p.h., about all that could be expected of any J-1 other than the 5382 or 5395, which were good for about 75. Still we accelerated, and still the pressure stayed up. Elliott held up eight fingers and eased off on the throttle. The 5279 had proven her point.

The Super Hudson

On Thanksgiving weekend of 1952 I rode cabs for three of the four holidays. I caught 405 with Elliott and Martin again, and we got a surprise. Train 405 rumbled into the station with J-3a 5436! Martin and Elliott let out a whoop because neither had been on one before. This night Elliott ran and Martin fired — because they wanted to savor their new toy. On the grade up to Glenn, it reached 80 before it was half way up, and Elliott had to ease off. The engine rode like a Pullman, and the fireman could carry on a shouted conversation with the engineer.

Later, I rode with them when we had either the 5450 or 5454, I can't remember which, and I was allowed to fire. Firing that racer was easy.

Losing water

Later that winter, we had J1b 5205 on 405 out of Lafayette. As we crossed the Wabash River bridge, I opened the blowdown and closed it shortly with no apparent problem. On the climb up the 1.1% to Summit it steamed like most worn-out J-1s — not very well. We made schedule to Templeton and up the hill to Swanington. As we accelerated away from the switch onto single track, I opened the blowdown again, released it and attended to the fire and feedwater. Soon we were making 75, but I was having trouble keeping water in her. Ken noticed that I kept increasing feed pump pressure, but the water level continued to drop. A now-worried Everett Elliott, sitting behind me, motioned me out of the way and took over. In a few seconds, he stomped on the blowdown valve lever, and the problem was solved. The valve was spring-loaded on all J-1s, but on this tired old pig the spring was probably bad or the lever leading to the valve was binding. When we reached Kankakee, Elliott took me aside and said, "Son, you had no way of knowing what was wrong, but if you're going to college to be an engineer, you should be been able to figure things like that out."

That incident and his advice have remained etched in my mind ever since.

Caught by The Boss

One day I was in the cab of a J-1 at Indianapolis with Elliott and Ken preparing for departure on 405. I was sitting in the fireman's seat with Ken behind me when Division Assistant Road Foreman of Locomotives Ray McWilliams climbed into the cab. I'd encountered him while taking pictures on station platforms but never in the cab. My only thought was, "Oh cripes, now I've gotten Elliott and Ken in trouble."

McWilliams spied me and laughed, "Harold, you up here again? Well, I guess I'll go ride in the combine."

It was at that point that I realized that the division brass, including the Trainmaster, was aware of my firing and had given it their unofficial blessing. Nobody ever got in trouble over my exploits, although a short while after I left Purdue I learned that someone had put out a bulletin specifically stating that no unauthorized "guests" were to be permitted in the engine cabs.

The end of Camelot

Regrettably, none of the marvelous New York Central Hudsons were saved. They were not remarkable for their size, since several roads used much bigger versions. They were not the fastest, since the 84-inch drivered engines on the Milwaukee and Santa Fe regularly churned up 100-m.p.h. speeds. But the 280 4-6-4s built for the Central were probably the best proportioned, best publicized and most romanticized engines in the land.

The railroad got the maximum out of a design whose size was limited by clearance restrictions. They were, in Staufer's words, true Thoroughbreds.

Plaster

PHOTOGRAPHY: DAVID C. LUSTIG, EXCEPT AS NOTED

The lure of narrow gauge railroading has always been undeniable — if not always exactly definable. There can be no denying the appeal of top-heavy steam engines struggling through the Rockies in search of boom-town revenues, even in the form of today's surviving tourist haulers. But the quest to find line-haul narrow gauge has prompted many to fly around the world to seek out worthwhile subjects since North America's last working three-footer, the 111-mile White Pass & Yukon Route, shut down freight operations in October 1982 (though in 1988 about 20 miles of it was reopened for passenger excursions).

Yet, just north of the Mexican border and a dozen plus miles west of El Centro in Southern California's Imperial Valley is a modern, earning-its-keep example of narrow gauge railroading working daily to the sights and sounds of virtually no one save its employees. Operating under no name other than that of its parent "USG" (previously known as U.S. Gypsum) and headquartered on the plant grounds at appropriately-named Plaster City, the line is simply referred to by everyone there as "the railroad." Not having an official title, however, does not deny the underlying purpose of why this railroad operates. It can simply move things from Point A to Point B cheaper and more efficiently than any other form of transportation.

While classified as an industrial operation, the USG railroad has a small yard, a main line which stretches out for more than two dozen miles and a history that includes second-hand motive power from Hawaii, leased steam engines from the Southern Pacific, a rail car made from two back-to-back Chrysler automobile bodies and, now, two brand new six-motor Alcos with super cabs. With an eclectic amalgam like that, this is definitely a railroad worth taking a second look at.

First impressions

What hits you most about Plaster City is that it must have been the prototype for the wisecrack definition "wide spot in the road." Sneeze while doing the highway speed limit and you'll have never know the place was there.

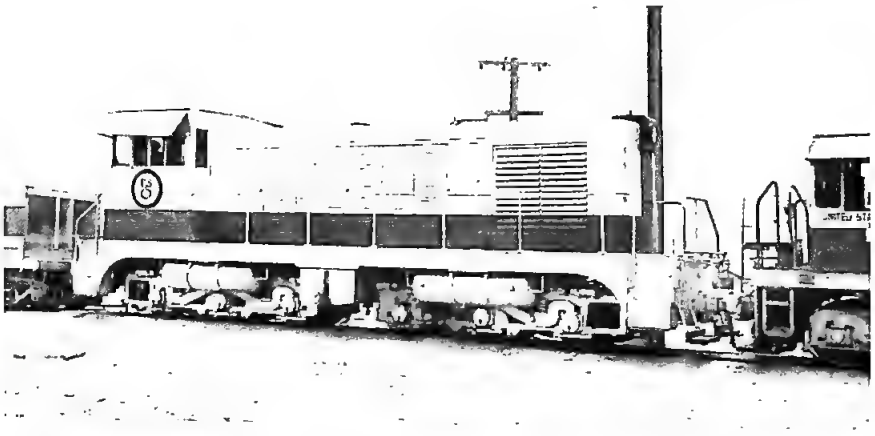
But keep your eyes open and you realize the highway splits the USG plant in two, and if the timing is right, sitting on the north side will be a medium-blue six-axle roadswitcher (either 112 or 113), its

JOSEPH A. STRAPAC

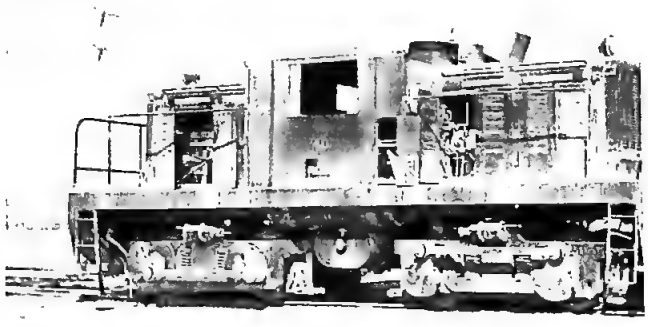
City's new narrow gauge Alcos

by David C. Lustig

BRYAN GRIEBENOW / JOE STRAPAC COLLECTION



U.S. GYPSUM'S narrow gauge Plaster City line was operated by a pair of 50-ton GEs, shown at the unloader on September 12, 1982, (opposite bottom) before they were displaced by the two Bombardier/Alco DL535Es like the 113 crossing Carizzo Wash (left) on March 27, 1991. Forty-ton Whitcomb 40 (below left) came from Hawaii in 1947 (shown December 28, 1947) and was sold in 1954. Porter 1203 was delivered with a front radiator (below right, December 28, 1947), which was replaced by side radiators (above, April 1, 1969). While the Porter was being rebuilt in 1952, SP 4-6-0 No.9 (bottom) was leased to take its place.



R.P. MIDDLEBROOK / P. ALLEN COPELAND COLLECTION

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RICHARD STEINHEIMER / DeGOLYER LIBRARY

engineer patiently dragging open-top, drop-bottom hopper cars through an unloader.

From an elevation of about 100 feet above sea level at Plaster City, the railroad snakes northwestward through an arid part of the usually agriculturally-lush Imperial Valley, its right-of-way dipping and rising through the desert's slight valleys and crests. Skirting just east of the Fish Creek Mountains, the roadbed then curves hard left while climbing a 2.8% grade to reach a gypsum quarry, a scant 400 feet higher than when they started 27 miles ago.

Here, in an unpretentious setting, is the end of the line. Crews tarry just long enough to load the hoppers before heading back down the line and home. It is an operation that repeats itself four times a day, Monday through Friday, with an occasional Saturday thrown in for good measure. For the two USG railroad crews that will

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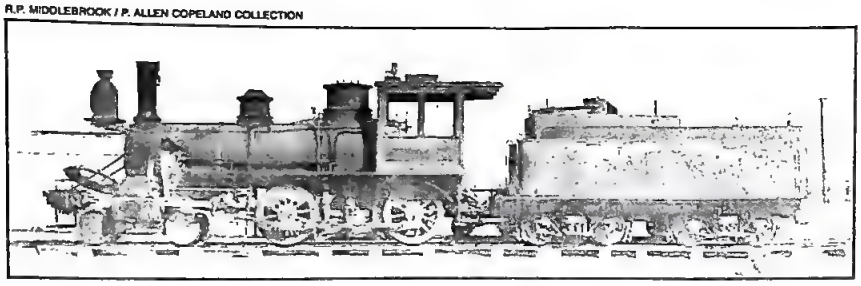
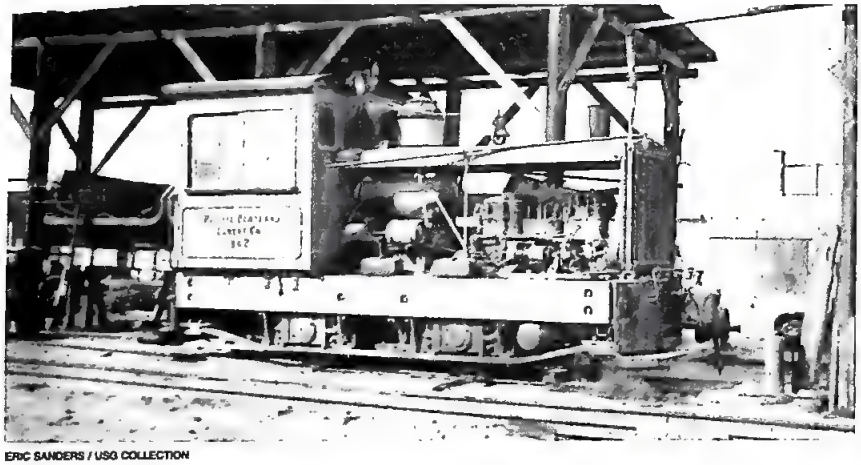


COLUSA & LAKE No.4, an 1876 Baldwin 4-4-0 built for the South Pacific Coast, was purchased for the construction of the Plaster City line in 1921 and is shown on March 12, 1934; it was scrapped two years later. Number 2 (below), acquired about 1940, was a 20-ton Plymouth model HLB gas-mechanical. The "Blue Goose" (bottom) was created from I-beams, sheet metal and two 1953 Chryslers. It was sold to a "southern California railfan" around 1961, but its whereabouts today are a mystery.



ERIC SANDERS / USG COLLECTION

equally divide the daily runs, the undulating character of the line makes it anything but monotonous. Boring, perhaps, but never monotonous.

The work day

Plaster City train crews had better be morning people, because the first train of the day usually leaves the processing plant at about 7:00 a.m. With the locomotive facing in the traditional short-hood-forward manner and a radioed highball to the office, engineer Joe Mullings, a 21-year veteran of Plaster City, kicks off the brakes, give the air horn a traditional tug and brings the 113 to life. His brakeman today is Leroy Weatherspoon.

As they rapidly leave Plaster City behind — even at a maximum speed limit of 25 miles per hour, one quickly leaves Plaster City behind — Mullings begins holding the train brakes just a tad in respect for the .6% downgrade he has to navigate for the next two miles.

The train threads past a little-used wye and a passing track holding miscellaneous maintenance of way equipment, the downgrade soon gives way to a four-mile .9% uphill grind. Mullings and Weatherspoon take a cursory look back to make sure the entire 800-ton consist is obediently following.

Originally built in 1982, the 113 was one of an order of four narrow gauge Alco / Montreal Locomotive Works / Bombardier model DL535Es (111-114) built for the White Pass & Yukon Route, a 111-mile modern narrow gauge link between the seaport of Skagway, Alaska, and the lead / zinc mining region around Whitehorse in Canada's Yukon Territory. But mud slides, a new paralleling highway and an eroding ore traffic base shut the railroad down before the quartet could be delivered. So they sat, tarped and never attached to their six-wheel trucks, in a Quebec warehouse.

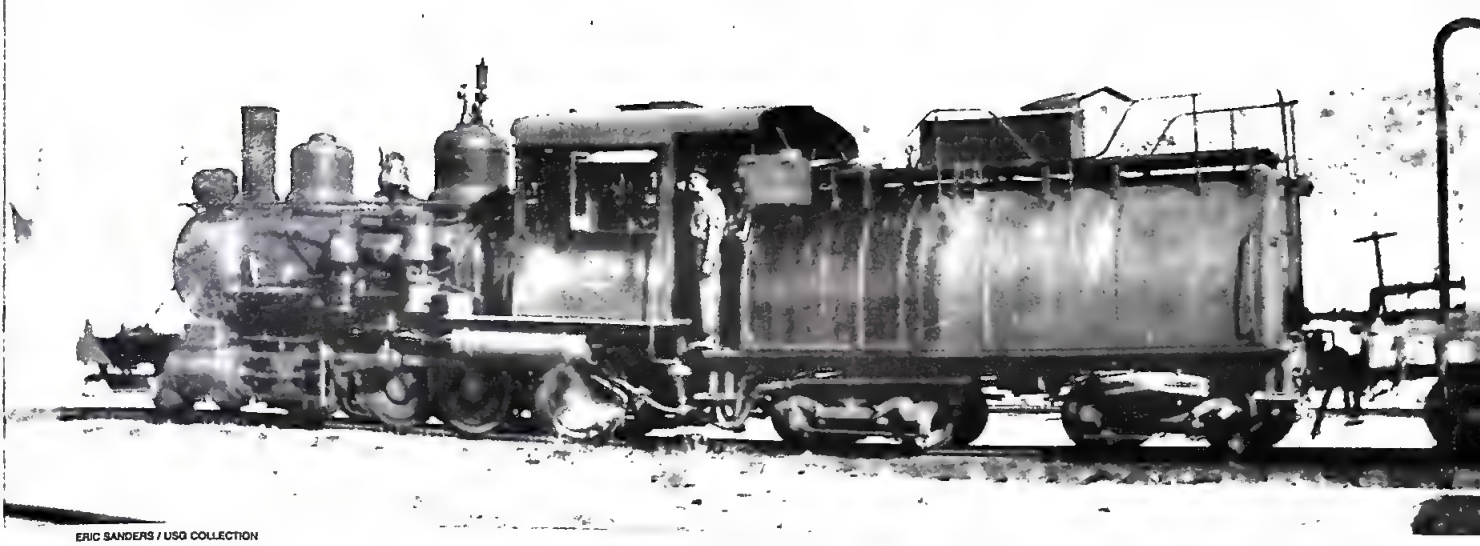
Meanwhile, in a warm desert climate just the opposite of what they were originally built for, the narrow gauge operation at Plaster City was busily hustling hopper cars behind a pair of aging GEs. It would take a few years, however, for the Alaskan locomotives and California desert railroad to get together. It is a story as old as narrow gauge railroading itself.

A little history

It was the search for an elusive oil deposit in the early 1900s that had a few hardy souls searching through the Fish Creek Mountains northwest of El Centro for instant riches. They didn't find any. What they did unearth, however, was a giant mountain of a white powdery rock called gypsum, a natural plaster material. For the next two decades, however, nothing was done about it.

It was in 1920 that one Samuel Dunaway, an El Centro druggist and entrepreneur, figured it was his turn to reap fame and fortune. He acquired various land holdings in the nearby Fish Creek Mountains — including the gypsum — under the name Imperial Valley Gypsum & Oil Corporation. Records do not indicate if he really felt there was significant crude in the area, but Dunaway

HENRY BRUECKAN / JOE STRAPAC COLLECTION



ERIC SANDERS / USG COLLECTION

sensed that the booming construction business in the increasingly popular state of California would be needing large quantities of gypsum.

Establishing a gypsum reduction mill about 16 miles west of El Centro on the San Diego & Arizona Railway (it didn't become the San Diego & Arizona "Eastern" until Southern Pacific purchased it from the Spreckles family years later), plans were drawn up for a narrow gauge railway to run from the large deposit in the mountains to the SD&A. The plant and railroad junction would be appropriately known as Dunaway City.

In August 1921 rail construction began. Using second-hand rail and a bor-

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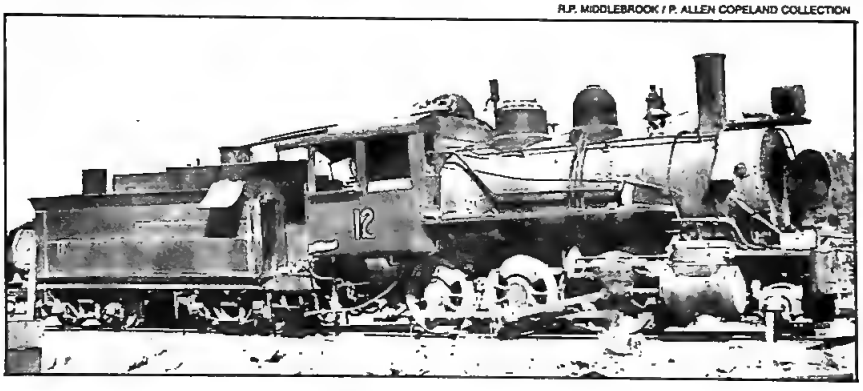


NEVADA COUNTY NARROW GAUGE No.8 (top) came to Plaster City in 1943; the photo is undated. Number 12 (above) was one of two 2-6-0s purchased by Pacific Portland Cement in 1921; it is shown on January 26, 1945. Southern Pacific Keeler Branch 4-6-0 No.9 was borrowed for USG service (below) when the Porter diesel broke down in 1952.

RICHARD STEINHEIMER / DeGOLYER LIBRARY

rowed locomotive, the first half dozen miles of track was completed in five months. By September 1922, with the crushing and pulverizing machinery already installed at Dunaway City, the last spike was driven home.

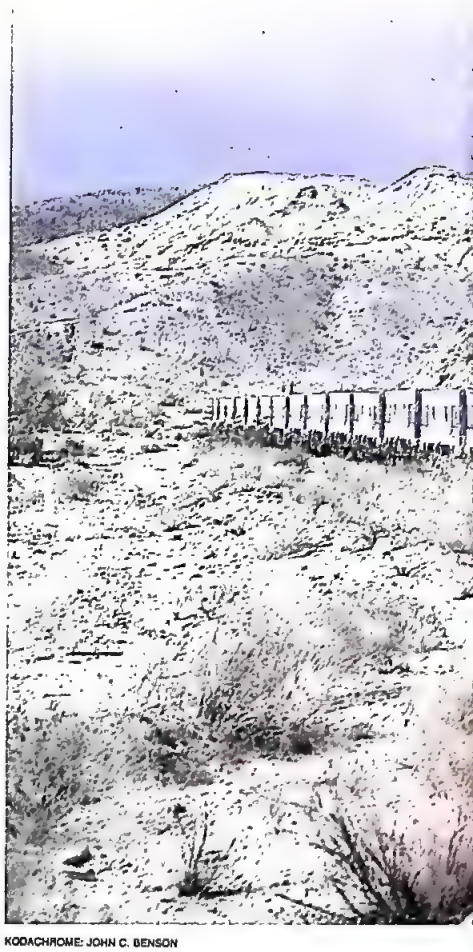
According to *"Narrow Gauge Nostalgia"* by George Turner (a wonderful, but unfortunately out-of-print book on California narrow gauge railroading) the line was completed just in time, as Dunaway had made a deal to supply 200 tons of gypsum per day to the Blue Diamond Material Company in Los Angeles. The first revenue trip behind a former Arizona Consolidated Copper Company 2-6-0 and a handful of ore cars was on October 14, 1922.

But amidst all the initial euphoria, it is here that Samuel Dunaway fades out. While the railroad was a going concern, it never really lived up to its expected earnings, and owing banks and creditors, he sold his land holdings, the quarry and the railroad to the Pacific Portland Cement Company in 1924.

It is PPCC that takes credit for expanding both the quarry and Dunaway City, now re-named Plaster City. The company also acquired a variety of locomotives, including a four-wheel Plymouth gas-mechanical to shuttle the loads down from the mountain. Later, in March 1943, the former Nevada City Narrow Gauge 2-8-0 No.8 was purchased via a scrap dealer for service. It would be Pacific Portland's last locomotive acquisition. In 1945, the operation was again sold, this time to United States Gypsum, headquartered in Chicago.

What USG got for its money was a fairly tired railroad, a rag-tag bunch of very tired steam locomotives including one of the original 2-6-0s, the 2-8-0 and the Plymouth, plus a small Plaster City plant that consisted of a mill with three kettles for processing gypsum plus assorted plaster bagging equipment. But that was okay with the new owners. With World War II now history, a significant construction boom was predicted to be right around the corner. And that meant a skyrocketing demand for gypsum.

What U.S. Gypsum did was immediately rebuild the entire operation from one end to the other, replacing original



KODACHROME: JOHN C. BENSON

AT THE GYPSUM QUARRY, the 113 eases cars out of the loader (below) on March 27, 1991, as Maintenance Foreman Mel Rader looks on. That same day, the 113 was seen backing over the road crossing (below right) between the unloader and the engine facility at Plaster City. On March 15, 1991, the 112 (top right) had the morning empty train rolling through the desert south of Ocotillo Wells, bound for the quarry.

FUJI VELVIA: DAVID C. LUSTIG

35-pound rail with 70-pound, expanding the processing plant, streamlining the quarry operation and shopping for additional motive power. (And just for the record, the track has since been upgraded to 90-pound rail.)

What came first was No.40, a Whitcomb model 40-DE-17 diesel-electric purchased surplus from the U.S. Navy in early 1947, last having served as U.S. Navy Ammunition Depot No.3 at Pearl Harbor, Hawaii. The 300-horsepower center-cab side-rodder was only the first of things to come, however, as the company was searching for bigger horses.

What arrived in mid-1949 was the 1203, an end-cab 75-ton Porter six-axle, six-motor 660-horsepower diesel switcher. Originally built in January 1946 as part of an order for Pakistan, it had been designed as a four-motor A1A-A1A but delivered as a C-C. It was capable of hauling 15 cars, and, along with the Whitcomb (which could handle six) put a permanent sideline on the remaining steam engines. At the same time, new steel hopper cars replaced the last of the wooden ore cars.

But the Porter, while powerful and modern, was never extremely reliable. Shortly after its arrival, cooling problems sidelined the unit, forcing shop

crews to remove the nose-mounted radiator and install larger ones on both sides of the long hood. Meanwhile, steam, in the form of leased Southern Pacific narrow gauge 4-6-0 No.8, returned to Plaster City for a few months in late 1949.

The arrival of SP No.8 was not the last time steam would dust the white gypsum on the line, however. In June 1952 the Porter was laid up again, and U.S. Gypsum returned to Southern Pacific for help. This time 4-6-0 No.9 came to the rescue. It produced some interesting operations, as the 4-6-0 often pulled the train with the Whitcomb shoving on the rear as a helper. The 4-6-0's three-week stint turned out to be the last time steam would operate on the line.

By 1954 the little Whitcomb was tuckered out, and it was clear to the railroad maintenance people that relying solely on the Porter was not the best idea. In 1956 an order was placed with General Electric for a pair of custom-designed end-cab 50- ton diesel electrics.

Sporting 390 horsepower apiece, the new four-motor GEs made their first trip in August 1956, and forever after the Porter was considered back-up power, rarely getting out more than once a month from then on. When it did, however, crews say it was always an experience, especially the time one GE

KODACHROME: DAVID C. LUSTIG

EKTACHROME 100: DAVID C. LUSTIG

DISPLACED BY THE ALCOS, USG's 50-ton GEs rest in reserve on April 27, 1991, and are up for sale. On April 7 the 113 was northbound (below) at the first trestle above Plaster City. It is unwise to follow the tracks north from here to reach the quarry; circle around by highway and come in from Ocotillo Wells instead.

was down for maintenance and the shop forces tried to m.u. the Porter to the other GE. Mel Rader, now the railroad maintenance foreman for Plaster City, remembers the day well. "It was fireworks," he says simply. "The GE went nuts."

From then on, whenever the Porter was called out, it did a solo.

Meanwhile, the Plaster City complex kept expanding. A single gypsum board machine entered service in 1948, and a second was added in 1952. The original gypsum calcining mill — which draws unwanted water out of the gypsum rocks — has been continually upgraded and modernized, and today the plant employees about 300 people, including a baker's dozen on the railroad: two engineers, two brakemen, three maintenance mechanics and six track maintenance people.

And all this time, the little GEs, known fondly as "the 50s" in reference to their weight, were performing splendidly.

Hauling 20 modern roller-bearing-equipped, steel Austin- Weston bottom-dump hoppers, they burbled their way up to the quarry two and three times a day, day in and day out, year after year, their Caterpillar D397 prime movers working to the limit.

FUJI VELVIA: RICK COLEMAN

The area around the mill had been changing, too. Plaster City, while still not exactly the middle of civilization, wasn't in the middle of nowhere anymore. Interstate 8 was built from Yuma to San Diego, and a Navy airbase just down the road has been steadily expanding over the years. The last of the company town known as Plaster City went by the boards, also, with USG knocking down the last dormitories at the end of 1988. With them went the post office and their own zip code (92269). While everyone continues to call the place Plaster City, today the official address is El Centro.

Recent history

As the 1970s turned into '80s, the GEs were becoming a little too elderly for USG. Their performance was still sound, thanks in large part to good maintenance, but their get up and go pretty much got up and went. It was time to nose around the locomotive market and see what was out there. What turned up were the four White Pass DL535Es stored at Soulanges Industries, Ltd. in Cedars, Quebec.

What the small Plaster City delegation found when they arrived in Quebec were all four neatly parked on flatcars awaiting an uncertain future. Their diesel engines hadn't even been turned over since final test at the factory.

Requiring only two locomotives, the USG people and a GE technical representative inspected the units and liked the 112 and 113 the best. Railroad industry sources indicate the total tab for both locomotives, including transporting them to California, was something under $1 million. Considering that Bombardier was originally asking $1.6 million *apiece* when new, that's quite a bargain.

Shipped on Canadian National flatcars to Plaster City in early March 1991, the units were lifted off by a pair of rented 80-ton cranes on March 13 (the 113 followed by the 112) and placed onto their trucks in about four and a half hours. It took about a week to put them in working order, including wiring up their traction motors and replacing their three-quarter size couplers with the full size (standard gauge) ones Plaster City uses. By the end of the month, after alternating with the GEs as they were fine-tuned and adjusted, the new units finally took over. The GEs are now stored and up for sale.

Back to the railroad

Meanwhile, Engineer Mullings has been working his DL535E on the up-and-down line, banging across the Carrizo Wash trestle and constantly jockeying the throttle between Run 5 and 7 with occasional bursts of Run 8 as the rails dip to four feet below sea level before making the last grueling .88% to 2.8% climb to the quarry (elevation 367 feet).

But even with a modern diesel and roller-bearing-equipped freight cars yawing back and forth behind us, the feeling one gets while working this line is totally different. Narrow gauge railroading in 1991, for all intents and purposes, is not that much difference from 1891. The roadbed goes places no standard gauge line would dare, the grades are stiffer, and the line is more of a rollercoaster, lay-the-tracks-on-the-contour-of-the-land type construction.

The speedometer, for example, says we're doing 25 m.p.h., but as the crew rocks and rolls through the desert, the mind says that this is everything 65 feels like on the Santa Fe east of Barstow. If this railroad was exactly the same but standard gauge, the sand covered right-of-way, the rocking and rolling of the freight cars and the general washboard profile of the line might

United States Gypsum (USG) All-Time Roster

36″ Gauge Steam

No.	Type	Weight	Cylinders	Pressure	T.E.	Builder	B/N	Date
4	4-4-0	44,300 lbs.	12″ x 16″	130 p.s.i.	6090 lbs.	Baldwin	3971	8/1876
8	2-8-0	69,110 lbs.	15″ x 20″	130 p.s.i.	13,800 lbs.	Baldwin	4938	1/1880
12	2-6-0	82,000 lbs.	16″ x 22″	150 p.s.i.	15,610 lbs.	Porter	2123	4/1900
14	2-6-0	82,000 lbs.	16″ x 22″	150 p.s.i.	15,610 lbs.	Porter	2124	4/1900

36″ Gauge Internal Combustion

Number	Type	H.P.	Builder	B/N	Date
2	B	127 h.p.	Plymouth	3170	4/29
40	B-B	300 h.p.	Whitcomb	60072	5/41
112	C-C	1200 h.p.	BBD	6123-02	7/82
113	C-C	1200 h.p.	BBD	6123-03	7/82
1203	C-C	660 h.p.	Porter	8096	1/46
1303	B-B	390 h.p.	GE	32658	7/56
1403	B-B	390 h.p.	GE	32657	7/56

NOTES:

2 Model HLB. Transferred about 1940 from Pacific Portland Cement, San Juan Bautista, Cal. Transferred to PPC Sweetwater, Texas; scrapped there in 1970s.

4 Purchased 1921 from United Commercial Co. (locomotive dealer). Ex-Colusa & Lake No.4. Originally built as South Pacific Coast No.3. Scrapped 1936.

8 Purchased 3/43 via Dulien Steel (locomotive dealer). Ex-Nevada County Narrow Gauge No.8. Formerly D&RG 283, purchased NCNG 7/22/33. Equipped with boiler from D&RG No.42 (BLW 6057). Scrapped 5/47.

12 Purchased 1921 from Arizona Consolidated Copper Co. No.12. Originally Arizona & New Mexico No.12. Scrapped between 1946 and 1948.

14 Purchased 1921 from Arizona Consolidated Copper Co. No.14. Originally Arizona & New Mexico No.14. Retired in 1930s and stripped for parts for No.12. Remains scrapped 1946.

40 Purchased 3/47 from U.S. Navy Ammunition Depot, Pearl Harbor, Oahu, Hawaii, as their No.3. Whitcomb model 40-DE-17. Sold 1954 with unknown disposition.

112 Built 7/82 as White Pass & Yukon 112. Sold to USG 1/91.

113 Built 7/82 as White Pass & Yukon 113. Sold to USG 1/91.

1203 Built as part of an order for Pakistan 1/46. Sale incomplete, unit stored until 1949 sale to Plaster City. Unit originally designed as an A1A-A1A but when delivered had been converted to C-C. 72:13 gearing, six Westinghouse 928A traction motors, Westinghouse 199A generator. The unit was built with a single radiator mounted in the nose, however, shortly after its arrival, USG shop forces replaced it with new radiators on both sides of hood. Sold in 1980 to Huckleberry Railroad in Michigan.

1303 Custom design for USG, similar to later model U4. Shipped 7/13/56. Caterpillar D397 engine.

1403 Custom design for USG, similar to later model U4. Shipped 7/13/56. Caterpillar D397 engine.

The "Blue Goose" Before a serviceable road was installed, quarry crews were transported in a homemade caboose on the end of the train. But this had disadvantages, since the first quarry crew of the day couldn't get started working until the train arrived. So, USG built a quarry crew car. Created from two 1953 Chrysler coupe bodies welded end-to-end with lots of steel I-beams for support, the vehicle was equipped with steel-flanged wheels and rubber tires, comfortable seating and, since it can get very hot in the Imperial Valley in the summertime, air conditioning.

OTHER EQUIPMENT includes one water car, one flatcar and assorted maintenance of way railcars.

SOUTHERN PACIFIC narrow gauge 4-6-0s No.8 and No.9 leased on occasion.

ROSTER supplied by Joseph Strapac

scare the blazes out many first time riders. But because it's narrow gauge, it all seems to fit, and nothing seems out of place.

Then there is the matter of the locomotive's parentage. Despite the fact the builder's plate says Bombardier of Montreal, that 251 four-stroke turbocharged diesel engine clanging and banging inside the hood is pure Alco. And when the engineer rams her into Run 8, you, and every jackrabbit and rattlesnake in the area, know it.

Performing superbly — Mullings pats the top of the 113's control stand and brags how at the very same spot the two GEs were down to a crawl — he can notch out the Alcs and actually accelerate upgrade. There are pleasures to every job, he is saying with his ear-to-ear grin, and this is one of them.

While the new units can pull a maximum of 30 cars on the line, plans are to keep them at the same 20-car level as the GEs, and although they can move up and down the line faster, there is no plan to increase the number of trips per day.

And although the six-cylinder, 1200-horsepower 251 drinks more fuel than the two miserly Caterpillar D397s in the GEs, the railroad is still saving about 100 gallons per day, because the two GEs together (they were always used as a two-unit set) used approximately 350 gallons per day, while a single Alco uses only 250.

It's now 45 minutes and 26 miles since they left Plaster City, and Mullings and Weatherspoon are at the quarry. As the engineer pulls into the flat two-track "yard" and prepares to run around the train, Weatherspoon realigns the end switch. A moment later, low nose against the cars, the 113 is ready to push the cars into the covered loader complex.

The loader "tunnel" which the cars easily slip into, cannot accommodate the 113 (although the GEs could squeeze in), and to spot the car coupled to the locomotive for the first load, Mullings carefully eases the nose of the unit into the loader (it is for this reason that the Alcos will always face north, because the long hood will not fit into the loader far enough to spot the first car). Now, four to six cars at a time will be loaded. In a few moments, he'll pull backward the appropriate number of cars, and the process will continue. In about 30 minutes, all 20 cars will be filled with gypsum rock. Time to go home.

Heading long-hood-first back to Plaster City is just as demanding, if not more so, than the run up. Now fully loaded, the train has grown from 800 tons to 1800 tons, and all of it is pushing against the 113 as Mullings hits the dynamics to help impede progress down the long grade from the quarry.

No sooner has he reached bottom than there he's staring at three miles of .62% upgrade. Off the dynamics, into Run 5, 6, 7 and finally 8 as we now fight to pull the cars which had fought to push us so strongly just a few downgrade minutes ago.

And inside the Alco's blue hood, the 251 is slam-banging in the best tradition of its Schenectady heritage. Listening to the staccato exhaust as the cylinders thunder inside the prime mover is like imagining an ancient Roman war galley making ram speed, the overseer pounding the drum to drive the oarsmen. Railroading in any gauge can get no more exhilarating.

Rumbling back over the Carrizo Wash trestle, the crew is making great time as the train rocks and rolls down the line. They hit a soft spot in the roadbed, and both men stand up to watch each car take its turn wobbling through it. This will be something to tell the track maintenance crew about, although they are already busy with a scheduled 3000-tie-per-year replacement program.

ENGINEER JOE MULLINGS sits behind a conventional control stand in the Canadian cab of the 113. Returning to Plaster City with the loads (left), the 113 passes an out-of-service loading spur in the desert.

With Plaster City in sight from the train, the track seems to become a bit more hospitable now, the line conquered for a second time today. A quick run through the unloader and Mullings and Weatherspoon lock down the 113. In a few minutes the new crew will sign on and work runs three and four. The two men started at 7:00 a.m., and it's now 4:00 p.m. While it's been a long day for Mullings and Weatherspoon, it is just half over for the 113, which will finally shut down just about 11:00 o'clock tonight.

"The availability of parts, simplification of maintenance and the extra horsepower is just a whole lot better," says Maintenance Foreman Rader about his two new locomotives. With both units in service, plans are to keep the Alcos in their White Pass & Yukon blue with white stripe paint scheme and eventually peel off the White Pass herald and replace it with a USG logo.

The arrival of the two DL535Es means faster runs to the quarry and back with locomotives working well within their design range and not strained to the limit on every trip. And with one locomotive working and the other always on hand as a spare, maintenance should become more routine and predictable.

It means, says Plaster City management, USG is committed to the future of the facility and the quarry operation. And that, in turn, means blue narrow gauge Alcos will be a fixture of this part of the Imperial Valley for a long time to come.

Railfanning Plaster City

Where is Plaster City? Find a California map and locate El Centro down on the Mexican border just an inch or so west of Yuma, Arizona. Plaster City is exactly 16 miles west on Evan Hewes Road, which parallels the north side of Interstate 8. Some maps don't show it, but it's just west of Seeley. If there is no map in your arsenal that shows it, Evan Hewes Road is the old way out of town, and you can't miss it. If you take I-8 west from El Centro, get off at either Seeley or Dunaway, go north, find Evan Hewes and turn left.

At Plaster City, you can photograph the two DL535Es to your heart's delight with a normal lens without going onto company property. Which is a good thing, because the plant is barred by USG headquarters in Chicago from allowing you on.

"There is more than just a railroad here," says plant engineering department manager David Steele. "This is a busy, 24-hour-a-day place and potentially dangerous for trespassers. We don't want to be hard-nosed about it, but we have to be, for their sake and ours."

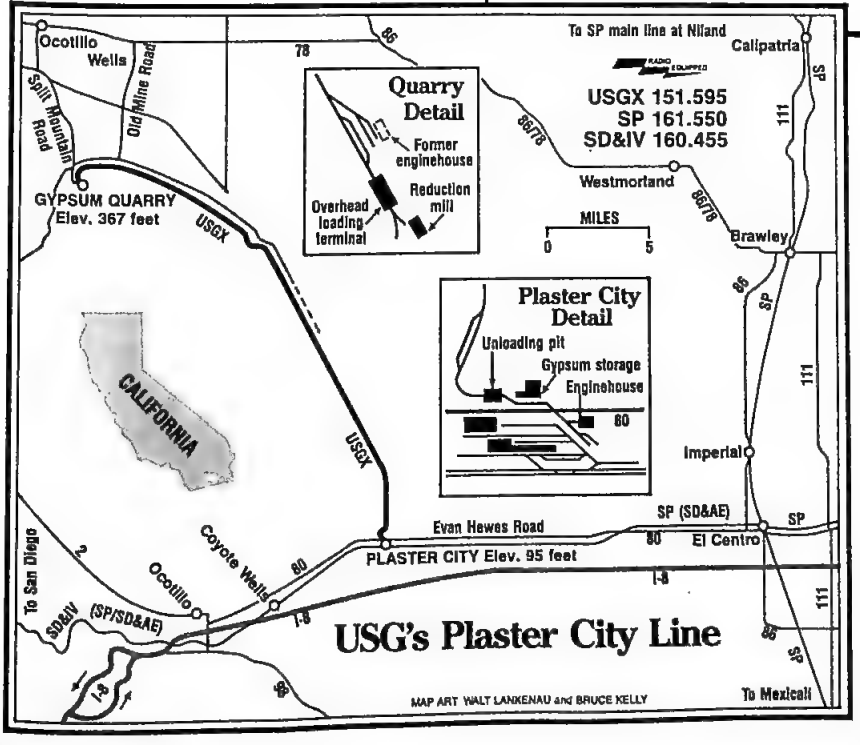
Pacing trains out on the line is another problem. The roads that lead out into the desert are sand streaks, and a flash flood can make them totally impassable, even for four-wheel- drive vehicles.

But that's about it, because the line runs through a U.S. Navy bombing range, complete with low flying fighter-bomber aircraft spewing live ammunition. No, they don't strafe the train; the range is a few miles away.

You can get to the quarry, though, by taking a circuitous route back through El Centro and Brawley, up State 86 halfway to Salton City. Cut off at State 78 for about 20 miles and hang a left on split Mountain Road at Ocotillo Wells.

El Centro and Brawley are the two places to stock up on food, water, gas and everything else you need. They have plenty of good restaurants and motels. Once you get to Plaster City, there is nothing, except a pair of DL535Es and a heck of a lot of gypsum rock.

Southern Pacific is active in El Centro, and there is an interchange with Mexico at Calexico. The outbound standard gauge USG traffic is handled by a Southern Pacific local out of El Centro, which typically gets a pair of SW1500s and arrives at Plaster City in late afternoon on weekdays. Because of the trackage arrangement in the plant, it is virtually impossible to get the SP and narrow gauge units into one photo. The SP line, of course, is the old San Diego & Arizona Eastern, and west of Plaster City it is the out-of-service segment of the new San Diego & Imperial Valley — DAVID C. LUSTIG.



For two days in April 1991, former-Reading 4-8-4 2102
worked revenue coal trains on the newly-former Reading & Northern

The Schuylkill Shifter

by Jim Boyd

The day was overcast but pleasantly warm for early April as Blue Mountain & Reading 4-8-4 2102 simmered on the old coal country main line just north of Belt Line Junction. The crew was milling about, awaiting word from the Reading & Northern crew a couple of miles away in Conrail's Reading yard. "They've got a couple of jobs to get out ahead of us," came the report on the radio. "We'll be a while yet."

"We haven't had to wait this long for Conrail in a long time."

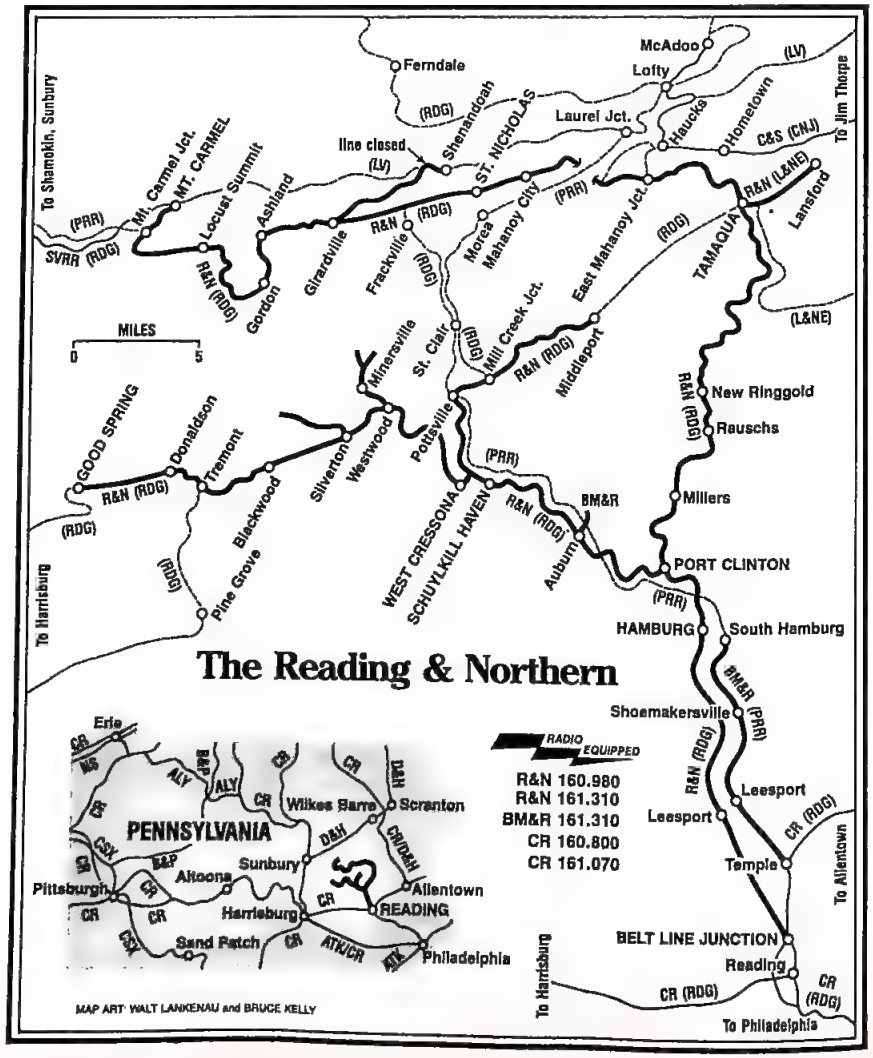
The 2102 was hot for the first time in 1991 and dressed in weathered basic black with gold pinstriping on the cab and tender. Gone were the gaudy white tires and yellow handrails of her "Reading Rambles" excursion career. Only the compact "BLUE MOUNTAIN & READING" lettering on the tender differentiated her appearance from a working Reading Company 4-8-4 of the late 1940s. The 2102 had been built in 1945 in the Reading Shop, only a few miles south of where she sat today. She had spent many years lugging coal off this same piece of railroad.

As of April 5, 1991, the former-Reading T1 2102 had come full circle, from a working coal hauler to a fan-tripping boomer and back to a coal hauler again — thanks to Andy Muller and his new "Reading & Northern" operation of the former-Reading coalfield lines north of Reading, Pennsylvania. On December 15, 1990, Muller's Blue Mountain & Reading (already operating the well-known tourist railroad between Temple and Hamburg and four separate freight lines formerly known as the Anthracite Railroad) took over operation of 134 miles of Conrail's former-Reading Anthracite coalfield lines to Tamaqua, Good Spring and Mt. Carmel Junction under the name of "Reading, Blue Mountain & Northern." That handle was quickly recognized as being too cumbersome and shortened to "Reading & Northern."

Operating out of the yards at West Cressona (Schuylkill Haven) and Tamaqua, the R&N bought five former-Conrail U33Bs from Al Leudtke, brought in two BM&R CF7s and an EMD switcher and leased the Reading Company Technical & Historical Society's GP30 5513. Their job was to gather coal (mostly reclaimed Anthracite "culm") from mines at Minersville, Good Spring and Tamaqua and deliver it to Conrail at Reading Yard. Some of the U-boats have already been painted into the R&N's medium green and yellow livery patterned after the Reading's last paint scheme of the 1970s.

Desiring to test the 2102 for the upcoming season and to generate some publicity photography for his upcoming June 1-2 Railfan Weekend (see TIMETABLE), Andy arranged with Tom Nemeth of *Railpace NewsMagazine* and other members of the railfan press to put the 2102 to work for two days on regularly-scheduled R&N coal trains.

For the first time since its retirement by the Reading, the 2102 would be hauling revenue loads out of the coalfields again. The photos tell the story. Join us for two days with what we've dubbed "The Schuylkill Shifter."



TWO KODACHROME 200 MIKE DEL VECCHIO

FRIDAY, APRIL 5, 1991, found Blue Mountain & Reading 4-8-4 2102 simmering on the coal country main line at Belt Line Junction on the north side of Reading, Pa., with its crew awaiting the arrival of the Reading & Northern transfer (**top right**) out of Conrail's Reading Yard. After getting three covered hoppers and nine empty 100-ton Conrail hoppers delivered from the yard and picking up five coal loads and a caboose in Belt Line Yard, the 2102 rambled northward, passing through the classic shot off the Route 61 river bridge (**right**) below Port Clinton. A few minutes later, the 4-8-4 was setting out the five loads (**below**) at Port Clinton before departing tender-first for West Cressona with a dozen cars and the caboose. En route, a covered hopper of resin was set off for Reneer Films at Auburn.

KODACHROME 200 JIM BOYD

KODACHROME 200 MIKE DEL VECCHIO

KODACHROME 200 MIKE DEL VECCHIO

INSTEAD OF STOPPING at West Cressona, the train swung north at Schuylkill Haven and headed up the line to Pottsville, where it set out a covered hopper of malt for the Yuengling Brewery, putting on an impressive show struggling out of the siding (**above**) on wet rail in the gloomy twilight. The 2102 then shoved south to West Cressona and tied up for the night. The Saturday morning sun warmed the scene at West Cressona with R&N U33B 3304 (**below left**) as the 2102 prepared to caboose-hop to Port Clinton. The Reading Technical & Historical Society's Reading GP30 5513 was also on hand. Arriving at Port Clinton, the crew had to boost the caboose by hand (**below right**) after it balked during the "drop" to get it in front of the 2102 — it was the model railroader's "0-5-0" in real life! The inset photo on our front cover shows the completed maneuver. After running northward tender-first, the 2102 cut away from the Reading caboose (**bottom left**) at Tamaqua, and the BM&R CF7 shoved the buggy down onto the outbound coal consist while the 2102 paused at the downtown depot for lunch.

ABOVE AND BELOW / KODACHROME JIM BOYD

KODACHROME: MIKE DEL VECCHIO

KODACHROME: JIM BOYD

THE 2102 DEPARTED TAMAQUA with 35 100-ton loads of high grade Anthracite coal out of the Lehigh Coal & Navigation Greenwood Breaker, just east of town on a spur of the former Lehigh & New England now operated by the R&N. The shipment was part of about 220 loads being accumulated for "Vessel No.1" bound for Conrail's docks at Philadelphia and the Quebec Iron & Titanium plant on the St. Lawrence River where it will be made into white pigment. "Vessel No.1" is the first of about ten boatload shipments expected for the 1991 season. Easing out of Tamaqua (below), the train was photographed from atop a coal pile at the Premium Fines Coal facility, which hasn't shipped by rail in over a decade. The coal train was drifting easily as it approached the highway in the middle of New Ringgold, but once over the crossing, Reading & Northern Chairman and CEO Andy Muller, who was running the 2102, dropped the bar in the corner and hauled back on the throttle (above), putting on an awesome show as he accelerated out of town. A few miles down the line he was heard on the radio, "It doesn't get much better than this, does it!"

KODACHROME MIKE DEL VECCHIO

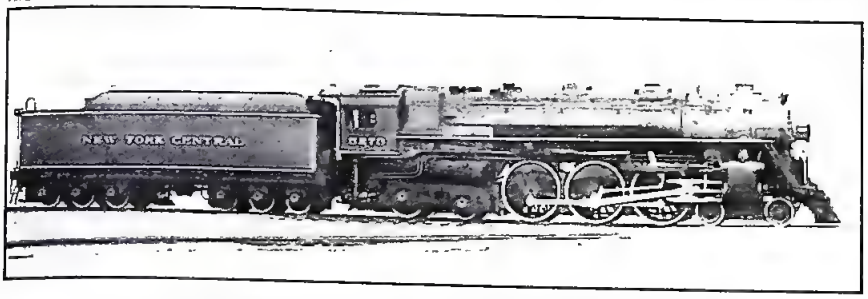
KODACHROME MIKE DEL VECCHIO

ANOTHER STIRRING PERFORMANCE occurred when Andy stopped just north of Port Clinton to give the photographers time to set up on the old PRR grade overlooking the yard. When everyone was in position, BM&R President Therman Madeira radioed the highball, and the 2102 came to life, accelerating and slipping and then digging in. He came striding around the bend **(above)** with the bar in the corner and the stack sounding off at the limit. Even the increasing overcast of the afternoon sky couldn't dampen the spirits of the very appreciative audience on the hillside. At Port Clinton they picked up the five loads brought up Friday afternoon (a little showboating just to add to the downbound tonnage) and headed south on the old Reading main line. At Leesport **(below left)**, the shrill Reading freight "hoot whistle" echoed off the nearby buildings even before the 2102's fast exhaust could be heard around the hill. He burst past the spring forsythia at track speed. As the heavy-laden hoppers bounded southward, every eye in town was turned toward the railroad. The day wrapped up on a more calm note as the 40 loads of Anthracite for "Vessel No.1" were eased into the Belt Line Yard **(below right)**, with the weathered red ex-Reading caboose bringing up the rear. These two days of work with the "Schuylkill Shifter" were a dress rehearsal for the June 1-2 "Railfan Weekend." ⊂

TWO KODACHROMES: JIM BOYD

BY JIM BOYD

AMERICAN LOCOMOTIVE COMPANY



NEW YORK CENTRAL J-1c 5273 had her portrait taken at Schenectady in 1929. Could it happen again in Pila, Poland, in 1999?

Scratch-build an NYC Hudson?

Probably the most often-heard lament in the world of steam preservation today is that there was not a single New York Central Hudson saved from scrap. Hal Lewis' article on "Firing the Hoosier Hudsons" in this issue can only reinforce that feeling.

There is, of course, only one solution: Build a Hudson from scratch.

When China was "opened up" a decade ago, both Datong and Tang Shan were approached about building steam locomotives to American designs (would you believe, NYC Hudson blueprints?), but we soon learned that it would be standard Chinese production designs or nothing. Even so, one standard Datong Mike and three U.S.-modified Tang Shan Mikes made it to America (with one more on order). Interesting they are, but New York Central Hudsons they ain't.

Meanwhile, over in England, a group was formed last fall to construct from scratch the 50th London & North Eastern A.H. Peppercorn-design A1 4-6-2. There were 49 A1s built in Doncaster and Darlington between August 1948 (60114 *W.P. Allen*) and December 1949 (60162 *St Johnstown*), and all were withdrawn from service by 1966, with the entire class going to scrap. The compact, husky and (by British standards) handsome A1s were the simplified and beefed-up successors to the elegant Gresley three-cylinder Pacifics of *Flying Scotsman* fame.

In November 1990 a group in York, England, kicked off the "A1 Locomotive Project 1990" and devised an interesting "deed of covenant" plan wherein an individual would pledge to donate £1.25 a week (about $2.00) for five years. With the estimated cost of £500,000, they figure that 950 covenant subscribers could finance the construction of the locomotive within ten years without borrowing any money and going into debt. A total of 1800 subscribers could cut that time to four years. After a donation of £50,000 by New Cavendish Books and another £20,000 raised

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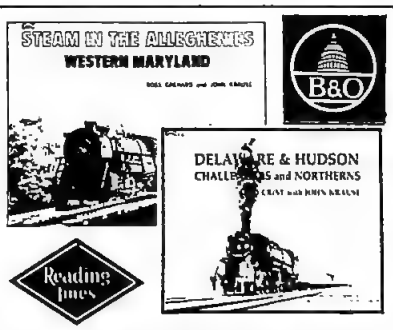

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FREIGHT CAR PHOTO catalog, listing over 2000 B&W photos including cabooses, MofW cars. 48 pages $5.00 postpaid. McCarter Photos, Box 1569, Camp Verde, AZ 86322-1569. Established 1939. 1091

through donations, the covenant subscriptions are already well over 200.

How will the "60163" be built? Well, the National Railway Museum in York has agreed to supply its full set of engineering drawings, and the locomotive rebuilding firm Interlok, in Pila, Poland, has the capability of manufacturing the Pacific. At this point they feel that their progress will be determined only by the supply of money. (Anyone interested can contact the project at: A1 Locomotive Project, 24 Elenor Place, Stockton-on-Tees, Cleveland TS18 3JF, England. An annual membership of £5 gets the current information without committing one to a covenant pledge.)

There seem to be no technological problems in constructing a new A1, as another British magazine recently ran a photo of a new set of driver centers that had been cast for Great Western 4-6-0 6023 *King Edward II*, currently under restoration. For an American locomotive, however, a one-piece cast engine bed might be beyond the capability of any existing foundry.

It seems that any American fan who discusses the A1 Project immediately mentions a New York Central Hudson in the next breath — although a few local Lackawanna fans (including a certain R&R associate editor) are thinking about a DL&W 4-8-4 or Hudson for Steamtown. Replica locomotives are nothing new; the Golden Spike National Historic Site at Promontory, Utah, had two magnificent replicas of the *Jupiter* and 119 4-4-0s constructed a few years ago.

The British A1 would not necessarily be a "replica," however, for it is envisioned as the "50th A1," albeit built by a different shop for a different owner. An NYC project could go that way if they opted for the "51st J-3a" (5455), or it could be a true replica if they opted for a classic J-1 (that thought alone, a J-1 or a J-3a, should keep the Central fans in a dither for quite some time).

With Mohawk 3001 sitting in Elkhart, Indiana, needing only money to get her back on the rails, I am not advocating building a Hudson from scratch at this time (although I would support such a move quite enthusiastically), but the subscription pledge concept of the A1 Project might be very much worth considering for financing any worthwhile restoration — or replica — effort. The A1's progress will certainly be interesting to follow.

And who knows, maybe someday a brand new Hudson may go striding up along her namesake river again.

next month in RAILFAN & RAILROAD

• SACRAMENTO RAILFAIR '91: R&R team coverage of the 10th Anniversary celebration of the California State Railroad Museum will include the UP 4-6-6-4 3985 and 4-8-4 844 doubleheader down Feather River Canyon and the SP *Daylight* on the road along with other steam and diesel visitors like the Mexican Alco PA DH-19 and the EMD FT 103 demonstrator set.

AUGUST 1991 ISSUE ON SALE JULY 1

What is gypsum?

David Lustig had some additional thoughts about the product that is hauled out of the quarry by the narrow gauge Alcos of our cover story and processed at the USG plant in Plaster City. You may be wondering, just what is gypsum?

"Gypsum is a soft, grayish-white mineral (hydrous calcium sulphate) found in many parts of the world. It can be crushed to a fine powder, cooked (calcined) to remove one and one-half molecules of water and then shaped to almost any configuration and returned to a rock-like state when mixed with water and allowed to set. We find gypsum being used to for walls and ceilings, building plasters, ornamental shapes, industrial molds and in a variety of medical, aerospace and agricultural applications.

"What each Plaster City hopper car holds is the result of drilling and blasting to get large boulders. Those boulders are then crushed at the quarry and run through a heavy screen to come out six inches in diameter or less. Taken by train to the processor, this six-inch-minus material is dumped and conveyor- belted into rock storage silos which allow for a constant surplus of material for the plant in case the railroad operation is interrupted.

"From the rock silos on the north side of the road, there is an underground belt system which moves under the highway to the secondary crusher on the south side of the road. The secondary crusher knocks the six-inch pieces down to about one-and-a-half-inch size. From there it gets pulverized to a fine powder. Then the powered rock is heated in big kettles to about 300 degrees, which drives off about 75% of the chemically combined water. When it comes out of the kettles, it can be made into finished product or shipped as is to other plants for additional processing.

"Finished product for Plaster City includes wallboard, plaster products and cement rock. About 85% to 90% of the finished material, say Plaster city officials, goes out by truck, the rest by rail. That equates to about 15 outbound loads a day, including five hoppers loaded with stucco mix — DAVID C. LUSTIG."

A Proper T1

As an editor who has made a career out of bad-mouthing Reading T1 4-8-4s, I was delighted to see the 2102 in service in its home coalfields on the new Reading & Northern. A few years ago, Blue Mountain & Reading owner Andy Muller agreed that the 2102 would look better in basic black than in any variation of the "Reading Rambles" treatment with yellow handrails and white tires, and we applauded his efforts in these pages.

When I first saw the 2102 on that cloudy Friday afternoon of April 5 at Belt Line Junction, I was struck by how "right" it looked. The shiny black paint had acquired a year or so of working grime, and the 2102

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WANTED: Southern Pacific 982 (EX SP 3651) BLW 52053 2-10-2. Any information, pictures, drawings; any SP class F-1 drawings. Starting operating restoration. Greg Radler, 15603 Gulf Freeway #707, Webster, TX 77598-3835. 713-484-0735. 1091

WANTED: ICC accident and locomotive boiler inspection reports, any quantity. K. Smith, 758RF Maple, Fostoria, OH 44830-2015. 1291

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

WANTED - ORIGINAL negatives, slides, movies, transfers, tickets, other items of Scranton Transit Co., or predecessors. Charles Wrobleski, 206 Green St., Clark's Green, PA 18411. 791

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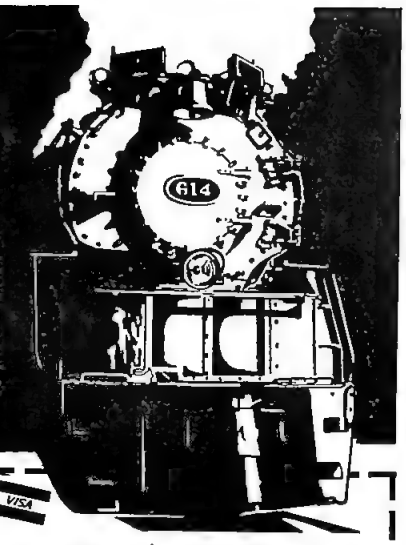

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looked like a real, coal-service Reading T1. The tastefully applied "BLUE MOUNTAIN & READING" on the tender didn't bother me a bit, though I'd opt for the authentic "READING" again in an instant. The overall visual image of the locomotive, however, was flawless.

And Andy had done us one better by installing only the correct Reading freight whistle. That one-note "hooter" sounds a bit like the N&W 2-6-6-4 1218, and it can be "quilled" very effectively, as Andy demonstrated with great skill over the next couple of days. Listening to that whistle penetrate the evening mist and rain and echo off the surrounding hillsides made me fully understand for the first time why a steamboat whistle or passenger chime on a T1 is just plain wrong. In those coalfield valleys, the hooter was perfect.

Knowing that the locomotive would be running from Reading to West Cressona tender-first, a few fans ignored the Friday moves by choice. I was tempted to, especially when I saw the weather report for gloom. But what a mistake that would have been.

If you have any doubt how good a T1 looks nose-coupled *to hoppers*, take another look at the bottom photo on page 65 or the top one on page 66. That was real railroading. And as far as I'm concerned, I've never seen a Reading T1 look better. It will always be a "T-Hog" to me, but from now on the term will be one of affection instead of derision — at least until I encounter another T1 with those gosh-awful yellow handrails and white striped driver tires.

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THE "EMPIRE CONNECTION" for Amtrak between the old NYC Hudson River main line and the former-PRR Penn Station in New York City was opened on April 7, 1991. An inaugural press special was run from Albany to Penn Station on April 4 using a Turboliner, which posed (right) beneath the George Washington Bridge. The northbound version of that scene is depicted in artwork on the cover of Amtrak's April 7, 1991, public System Timetable (below). See page 44.

KODACHROME: KARL ZIMMERMANN

BILLY "ZEKE" MARSDEN, an employee of the Massachusetts Bay Transportation Authority who worked extensively on the overhaul of GP9 1921 (BN 1921, nee-NP 336) and recently retired due to a bout with cancer, was honored by having the unit named for him. This utility Geep, lacking HEP, will be used as the Boston terminal switcher and worked on the road as needed. Shown on April 12, 1991, at the Boston engine terminal, the 1921 wears the traditional Boston & Maine maroon and gold with "MBTA" lettering and "Boston Commuter" in the minuteman herald.

KODACHROME: NORTON D. CLARK

KODACHROME: JOHN CRAFT

NORFOLK SOUTHERN kicked off its 25th year of steam excursions with A&WP 4-6-2 290 and NGA FP7 3499 marching out of Birmingham on April 6, 1991, with a run to Chattanooga. N&W 611 and 1218 were still in the shop. See page 42.

TWO A&G EKTACHROMES: RICHARD C. THOMASON

THE ATLANTIC & GULF Railroad uses a number of ex-IC Geeps and ex-Georgia Railroad 1026 on its two former-ACL lines running from Albany to Thomasville and Albany to Sylvester, Georgia. At Albany on April 1, 1991, were A&G's chop-nosed ex-Mississippi Delta GP9 2391 (right) and GP7 1026 (above) still wearing its Georgia Road markings. As of April, the 2391 was the only Atlantic & Gulf unit to be painted in A&G colors.

KODACHROME: J.M. BEIDL

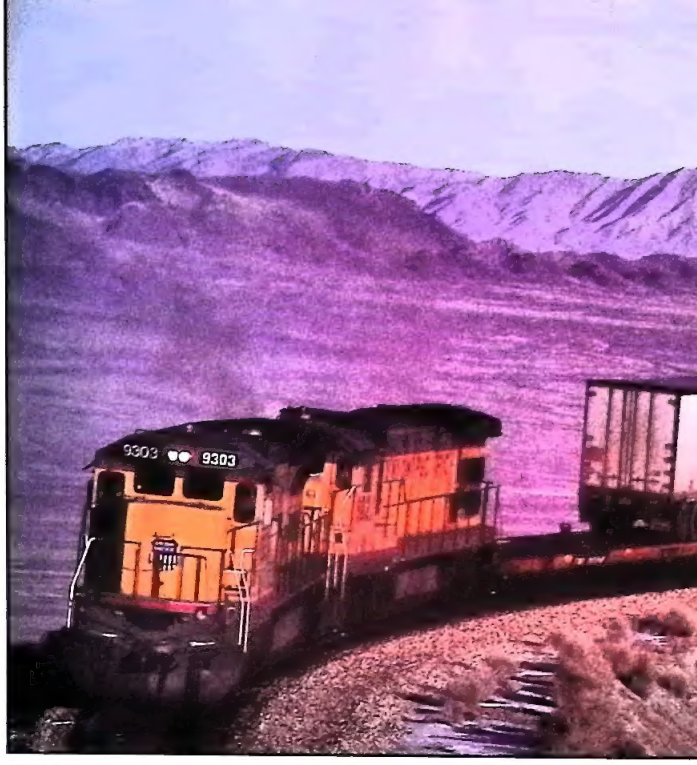
Railnews

SOUTH CENTRAL FLORIDA U30B 9016 was at the road's headquarters in Clewiston (left) on February 20. The new line, which is managed by the Brandywine Valley Railroad of Pennsylvania (both lines are subsidiaries of Lukens Steel), acquired nearly 100 miles of ex-ACL track between Sebring and Lake Harbor from CSX. Primary traffic consists of sugar cane and forest products. Also on SCFE's roster are three ex-ICG GP8s and three ex-A&StAB GP7s.

KODACHROME: DAVID W. HAYES

THE FERDINAND RAILROAD made its last revenue freight run on March 3, 1991, when GE 45-tonner 101, *"Betty Sue,"* (right) set out a boxcar load of furniture at the Norfolk Southern interchange in Huntingburg, Indiana. The 6.5-mile short line linking Huntingburg with Ferdinand began service in 1909, shipping primarily lumber and furniture. With only one customer remaining, the financially-troubled Ferdinand Railroad plans to file for abandonemt and send the 45-tonner to Corydon, Indiana, where it will team up with the Louisville, New Albany & Corydon's 44-tonner 1951.

BEST OF 1990



1990 was an exciting year in American Railroading. Pentrex crews traveled the nation to capture the railroad events and subjects that are worthy of inclusion in our continuing series, "The Best Of 1990." This year's selection of subjects includes a range of both steam and diesel action.

Highlights include:

UP Silver Zone Pass. This remote former Western Pacific line through Wendover, Nevada, is surprisingly busy with big-time railroading, as trains battle up the one percent grade to Silver Zone Pass.

Blue Unit Circus Train. Follow the Blue Unit of the Ringling Brothers and Barnum & Bailey Circus train, as it travels up the Northern Sacramento Valley into the mountains on the Southern Pacific's Valley District to Dunsmuir. From there the train traverses Cantara Loop and passes by breathtaking Mount Shasta on its way to Portland, Oregon.

Green Bay and Western "Boat Train." In 1990, the last railroad car ferry plying the waters of Lake Michigan may have made its final trip between Ludington, Michigan and Kewaunee, Wisconsin. The Green Bay & Western "boat train," powered by an Alco C-420 would travel from Green Bay to Kewaunee, where it would meet the ferry from Ludington. The engine would then swap cars with the ferry and head back to Green Bay. Pentrex captured this fascinating operation on tape in the fall before the operation was closed for the winter.

SP's Siskiyou Line. Explore the southern end of this scenic SP line from Medford, Oregon to Black Butte, California. This is big-time railroading with sustained three percent grades requiring run-through helpers on the heavy lumber trains. Semaphores are still in use on this line, which was once Southern Pacific's only mainline into Oregon.

Boone & Scenic Valley RR. You'll ride the cab of the last production line steam locomotive built in the world as it powers the trains over this scenic line. The locomotive was built in 1988 by the Datong Locomotive Works in China.

Railroads of Omaha. There is plenty of heavy-duty railroading to be experienced in this railroad town of Omaha, Nebraska, headquarters of the Union Pacific Railroad. In addition, the Burlington Northern, Chicago & North Western, Iowa Interstate, and the Chicago Central & Pacific railroads provide more action in Omaha, and in Council Bluffs, Iowa, across the river.

Frisco 1522. The Frisco 4-8-2 mountain engine stubbed her toe on the way to St. Paul, Minnesota. But a dedicated crew and some gracious help from the Burlington Northern Railroad at Galesburg, Illinois, got the engine back on the road again, ready for her next assignment.

Eisenhower Centennial. The Centennial Birthday celebration of Dwight David Eisenhower on October 14, 1990 provided an opportunity for three unusual trains to travel from Kansas City to Abilene, Kansas for the celebration. The Burlington Northern debuted their recently rebuilt A and B F-units, numbers one and two, at the head of their special train. Santa Fe warbonnet units powered their business car train and the Union Pacific sent the ever-popular steam locomotive #844 to pull their 23-car train. Other surprises awaited us at the day-long celebration as well!

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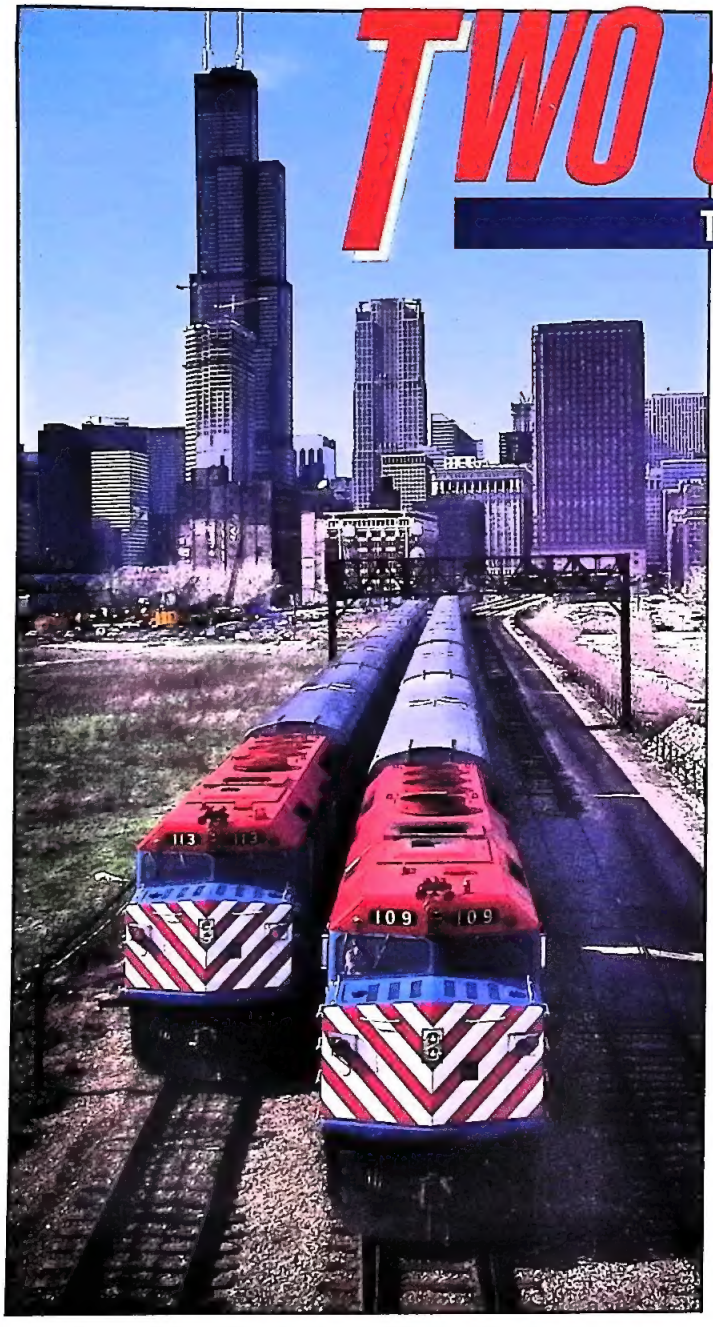

TODAY'S CHICAGO RAILROADS

Chicago stands out as the nation's railroad capital. It's an exciting place to explore railroad operations with its network of rail lines unlike anywhere else. Pentrex has captured this intense activity on its visit to many fascinating Chicago railroad sites.

Nineteen different railroads are included in this tour. We'll take you to some less well-known camera locations in the inner city as well as to famous hot spots like Dolton, McCook and State Line Tower.

Locomotives from the latest Santa Fe Warbonnets to the time-worn Northwestern Geeps are part of the show. The popular Burlington Northern E-Units are included, along with a Belt Railway of Chicago Alco C-424. High-speed railroading is highlighted as we watch Amtrak passenger trains dash to meet their schedules and Santa Fe pig trains speeding toward their destinations.

Expect the unexpected on this visit to Chicago! Pentrex provides its viewers with first-hand experience of the excitement built into Chicago railroading!

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EASTERN KENTUCKY COAL

Pentrex visits some of the most inaccessible country east of the Mississippi to share with you the rugged beauty and majesty of this unique landscape. Witness seemingly unending parades of coal trains on CSX's Louisville & Nashville and Chesapeake & Ohio lines, as well as Norfolk Southern rails into eastern Kentucky.

The coal fields have traditionally been the final scene of action for aging locomotives. The venerable U30C's of CSX seen here are on the verge of retirement. You'll be surprised to find Santa Fe in Kentucky as leased General Electric C30-7's, some still in their "Kodachrome" paint schemes, work the coal fields in droves!

Two trains meet and are photographed through the obstacle at the only mainline switchback in the United States, Hagan's Switchback. Beautiful color graphics explain how trains negotiate the complex trackwork at this locale.

Tunnels, high trestles and helpers on heavy coal trains add to the interest on this fascinating visit to the coal fields of eastern Kentucky.

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